

# THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

No. 4165.—VOL. CLIV.

SATURDAY, FEBRUARY 15, 1919.

ONE SHILLING.

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STARTING FOR THE CITY DURING THE TUBE STRIKE: ARMY LORRIES TO THE RESCUE OF STRANDED PASSENGERS.

To cope with the sudden great increase in the number of would-be passengers by motor-bus, caused by the strike on the London tubes, a service of Army lorries, driven and "conducted" by volunteers, was promptly organised to convey stranded suburban passengers to the City in the morning and back to their homes at night. In spite of

the discomfort and the cold, the strange conditions of travel lent a touch of romance and adventure to the journeys. The general public warmly approved the Government's action in providing these lorries; but the motor-bus men, though their vehicles have long been congested to overflowing, resented the intrusion of rivals, and the lorries were withdrawn.

DRAWN BY JOSEPH SIMPSON. COPYRIGHTED IN THE UNITED STATES AND CANADA.





By G. K. CHESTERTON.

WHAT chiefly puzzles a plain man, merely glancing at the papers in connection with the Peace Conference, is the order of items in the report, if not on the agenda paper. It would almost seem as if the argument were beginning with the League of Nations—a process which everyone must admit to be beginning at the other end, and some of us may suspect to be beginning at the other end of nowhere. The ordinary patriotic person will think it a plain case of putting the cart before the horse, to put the chariot of peace in front of the horses of victory. Whether such a car of triumph celebrates the true triumph—whether, in short, the League of Nations as at present pursued is even an object worth pursuing—all that may be separately considered. But at least we need not pursue it by walking backwards, by beginning the day with sunset, by reading the Bible hindforemost from the New Jerusalem, by complicating the peace before we have simplified or even concluded the war, and being reconciled to the enemy in order to consider how to be revenged on him. Apart from all partisan preferences, it is a point of impartial logic; and the principle of being off with the old love before you are on with the new applies as much to an old hate as to an old love. But in truth the League of Nations, as some of its prophets are already preaching it, does really involve the abandonment of old loves as well as of old hates.



ENGAGED TO PRINCE ANTOINE BIBESCO, OF THE ROUMANIAN LEGATION: MISS ELIZABETH ASQUITH.

It is announced that a marriage has been arranged between Prince Antoine Bibesco, First Secretary of the Roumanian Legation, and Miss Elizabeth Asquith, daughter of the Right Hon. H. H. Asquith, the former Prime Minister, and Mrs. Asquith. Miss Asquith is very well known—and she is only twenty-two—as one of the Intellectuals of modern Society. She did much war work in organising, and taking part in, charitable entertainments. Prince Antoine Bibesco, who was born in 1878, comes of old princely Roumanian stock. He has been in London since 1914.—(Photograph by E. O. Hoppe.)

It does mean that an Englishman is to think less of England than of Europe, that a Frenchman is to think less of France than of the League of

Nations, that we are to behold so staggering a prodigy as an International Irishman, and are to employ all our science (if I may be allowed such levity) to depolarise the Pole. That is an ideal of intensity and clarity for a number of sincere intellects, very near the centre of the great council of civilisation. And for the democracy, the mass of mankind everywhere, it is an abomination and a blasphemy which will not be endured.

In short, if it is absurd to announce a reconciliation before studying the quarrel, it is still more absurd to announce a reconciliation to which we are not reconciled. I do not say that President Wilson, or the Prime Ministers of the Allies, have themselves abandoned the philosophy of patriotism; I am pretty sure that individually they have not. But all modern politicians have been taught the deplorable trick of trying to be practical politicians. The practical politician is a man who always takes the notion that lies nearest—not because he is morally prompt, but because he is mentally lazy. One result of this is that they are surrounded by a swarm of quacks, struggling for their wandering attention, like a swarm of hotel touts struggling for a bag. Thus they are more likely to have the paper prospectuses of preposterous Utopias thrust into their hands than to have leisure to listen to the real talk even of the crowd, far less to think out the elementary logic of the question. Yet that elementary logic is surely very easy to state. Even if we are to deal first with a League of Nations, we presumably have to deal with the Nations, as well as the League. The principle of "the self-determination of all peoples" must obviously mean permitting every people to settle its own affairs—and not settling every people's affairs for it. Yet people are talking as if national problems were not to be solved by the nations, or even by the League of Nations; but actually by the Peace Conference before it has even created the League of Nations. One thing is apparently to be settled even before the League, and that is the very thing which the League might be created to settle. For instance, there is much talk, at the time of writing, about an international policy about Labour—which is always narrowed to mean manual proletarian industrial labour. Yet men labour in many other fashions, even when they are poor men—for instance, when they are free peasants. And even of the problem of proletarian industrialism there are many quite intelligent and intelligible solutions, such as Slavery, or State Socialism, or Guild Socialism, or that better distribution of capital for which I have often expressed sympathy in these columns. It seems to me senseless to suppose that even the first steps towards a selection can be made by men of many and motley nations, each with quite variegated traditions and difficulties—men only leagued to make war on the barbarian, and now only met together in order to make peace with him.

For, though the suggestion will now seem strange and distant, there was once a sort of idea that the Peace Conference intended to confer about Peace. Its meeting was not, perhaps, a coincidence wholly unconnected with the fact that there has just been a war. And, having one of those simple and laborious minds which prefer to think of one thing at a time, I suggest that we decide to do something with the present war even before we prevent all possible future wars, especially by a cosmopolitan conspiracy which I should myself like to prevent. While the war was waged, I resisted many revolutions with which I was in considerable sympathy; and until the war is properly settled I certainly will not throw myself

into a revolution with which I have practically no sympathy at all. I am disposed to urge, therefore, that we decide on some policy touching obscure and forgotten peoples called the Germans, to say nothing of the French, the Serbs, and the Poles, before we begin to prophesy the future feelings of the Patagonians towards the Eskimos, or speculate on how soon the Hottentots will learn to love the Laps. In short, I suggest that we consider how to restrain our enemies and reinstate our friends



ENGAGED TO MISS ELIZABETH ASQUITH: PRINCE ANTOINE BIBESCO.—[Photograph by Elliott and Fry.]

before we consider how to make friends of men who have never been near enough to be enemies.

Schemes of this colossal and almost cosmic scope are being waved in front of us to-day, in a sort of wild effort to find something larger and greater than the great war. But the great war, in its end as in its beginning, is to be judged by things inside it and not by things outside. It was only a great war, as distinct from a big butchery, by the greatness of the moral issues involved. And the moral issues within the war are still the same. The spiritual deliverance of Europe, so far from depending on larger and vaguer things, turns more than ever on small and special things—on little nations and on lost provinces. Posen is more important than all Siberia, for without Posen there is no Poland, and without Poland there is no dawn in the East. Any Prussia that is demanding Posen is the same Prussia that divided Poland more than a hundred years ago, the same Prussia that invaded Belgium less than five years ago. And why, indeed, should it not be so, since the group of "moderate" Socialists now ruling Prussia is the very same which then warmly applauded the invasion of Belgium? The malady that made the war was a moral malady, and must still find a moral cure. And every great moral story turns on what are called small things. There are always particular things to be purified, particular men to be punished, particular goods to be restored. If the makers of the peace do not right the wrongs of the war, it matters nothing what other world-wide and wonderful things they do. The conscience of Christendom will not be purged. They will be like physicians curing a corpse, from which the soul is already gone.



# THE LONDON RAILWAY STRIKE: 'BUS QUEUES; STRANDED SOLDIERS.

PHOTOGRAPHS BY SPORT AND GENERAL AND ILLUSTRATIONS BUREAU.



A COLD WAIT FOR 'BUS OR LORRY: A QUEUE AT GOLDER'S GREEN.



LOSING PRECIOUS HOURS OF LEAVE: STRANDED SOLDIERS AT WATERLOO.



WAITING HIS TURN IN A 'BUS QUEUE: SIR DAVID SHACKLETON (CENTRE).



THE STRIKE AND THE LONDON AND SOUTH-WESTERN LINE: A DISCONSOLATE CROWD WAITING AT WATERLOO.



AN UNENVIABLE OFFICIAL: SOLDIERS AND SAILORS BESIEGE THE RAILWAY TRANSPORT OFFICER AT WATERLOO.



THANKING AN ENGINE-DRIVER WHO DID NOT STRIKE: A DEPUTATION OF GRATEFUL SOLDIERS AT SLOUGH.

The strike on the London Tube railways was settled temporarily on Saturday, February 8, pending the result of the joint conferences between the Railway Executive Committee and Executive Committees of the Railwaymen's Unions. It was arranged to hold the first of these conferences, for discussing the whole question of the conditions of railway service, in London on February 12. There was a partial restriction of services, owing to strikes, on the London and South-Western and Brighton lines. Although the Tube strike was

settled on the 8th, the trains did not run on that day, and only the Central London line could begin on the morning of Sunday, the 9th, owing to delay in obtaining electric power, caused by the hard frost. The cold weather intensified the discomfort and inconvenience caused to the general public and to soldiers and sailors on leave. Among those in the long queues of people at Golder's Green waiting for a 'bus or lorry was Sir David Shackleton, the Permanent Secretary to the Ministry of Labour.



# NEWS BY CAMERA: SOME INCIDENTAL RESULTS OF THE WAR

PHOTOGRAPHS BY TOPICAL ILLUSTRATIONS BUREAU, AND SPORT AND GENERAL.



DELIBERATELY WRECKED BY THE GERMANS BEFORE THEY LEFT:  
THE STATION AT VALENCIENNES.



OUR ARMY OF OCCUPATION IN GERMANY: GRENADIER GUARDS  
CHANGING SENTRIES ON THE HOHENZOLLERN BRIDGE, COLOGNE.



THE EXPLOSION OF A GERMAN FLOATING MINE AT RAMSGATE.  
DAMAGE TO THE PILLARS OF THE MARINA PIER.



RAMSGATE SHAKEN BY THE EXPLOSION OF A STRAY GERMAN MINE:  
SOME OF THE HUNDREDS OF WINDOWS BROKEN.



A DELIGHTFUL HAMPSHIRE VILLAGE NOW A TRAINING CENTRE FOR  
DISABLED SOLDIERS:—COTTAGES AT ENHAM.



THE ENHAM TRAINING CENTRE FOR DISABLED MEN: LITTLE COT,  
ONE OF THE LARGER HOUSES USED FOR THE PURPOSE.

The two top photographs on this page require no further comment. The middle pair show some results of the recent explosion of a floating German mine, estimated to have contained 300 lb. of high explosive, on the beach near the Marina Pier at Ramsgate. The explosion damaged not only the pier, but many houses on the Marina Promenade and East Cliff, smashing hundreds of windows, and slightly injuring several people. The two

lower photographs illustrate the new Village Training Centre for Disabled Soldiers, instituted by the Village Centres Council, at the picturesque village of Enham, near Andover. The estate, including the whole village, with farms, mansions, cottages, recreation hall, post office, smithy, and so on, was acquired at a cost of over £30,000. It is expected to afford facilities for the treatment and training of 3000 men at a time.



## THE OPENING OF PARLIAMENT: THEIR MAJESTIES AT WESTMINSTER.

PHOTOGRAPHS BY L.N.A., AND NEWS ILLUSTRATIONS CO.



1. ACKNOWLEDGING THE SALUTE OF THE GUARD OF HONOUR OF THE SCOTS GUARDS: THE KING AND QUEEN LEAVING THE HOUSE OF LORDS.

The King, who was accompanied by the Queen, drove to Westminster to open Parliament on February 11. In his Speech, after alluding to the Allied victory, his Majesty continued: "These great results, which give practical securities that the struggle between German tyranny and European freedom is at an end, and that a new era has dawned, have been achieved by the vigilance and disciplined efficiency of the British and Allied

2. LEAVING THE VICTORIA TOWER AFTER THE CEREMONY: THE KING AND QUEEN IN THEIR CARRIAGE OUTSIDE THE HOUSES OF PARLIAMENT.

fleets, and by the courage, the endurance, and the determination of my armies and the armies of the many nations fighting with them. Among the resolutions to be submitted to you will be one asking you to give solemn expression to the gratitude of my people for the achievements and sacrifices of those who have suffered for the country's cause by land and sea and air."



# *Belgium's Gratitude to Britain: Commemorative Medals by a Belgian Sculptor.*



A MAN-SHAPED MONSTER WITH THE PRUSSIAN EAGLE'S HEAD:  
THE DRAGON SLAIN BY ST. GEORGE.

An artistic tribute of gratitude from Belgium to Great Britain has been made by a well-known Belgian sculptor, M. Josué Dupon, of 491, Longue Rue d'Argile, Antwerp, a

BRITANNIA PROTECTRIX: ANOTHER MEDAL DESIGNED  
BY M. JOSUÉ DUPON.

member of the Antwerp Royal Academy. He has designed three fine medals commemorating Britain's aid to Belgium in the war. Two of them are here illustrated.

## *From the Key-Board to the Rostrum: A Great Artist as Political Leader in Poland.*



A WORLD-FAMOUS PIANIST AS POLAND'S LEADING STATESMAN: M. PADEREWSKI (CENTRE), BETWEEN MAJOR JOS. F. KASLOWSKI (LEFT)  
AND CAPTAIN J. MARTEN (RIGHT).

The name of Ignace Paderewski, long so celebrated in the world of music, has now become equally famous in that of politics. It has been suggested that M. Paderewski, who is taking a leading part in the reconstruction of Poland as head of a coalition,

may become President. In the elections for the Polish Constituent Assembly he was returned for a Warsaw seat. His party won 400 seats as against 80 Socialists and 15 Jews. Later, he was chosen as a Polish delegate to the Peace Conference.



## THE U.S. PRESIDENT IN THE FRENCH CHAMBER: A UNIQUE OCCASION.

DRAWN BY OUR SPECIAL ARTIST IN PARIS, A. FORESTIER.



PRESIDENT WILSON SPEAKING, AND (LEFT TO RIGHT) M. DUBOST, PRESIDENT POINCARÉ, AND M. CLEMENCEAU APPLAUDING :  
A HISTORIC SCENE IN THE CHAMBER OF DEPUTIES.

President Wilson had a great reception when he visited the French Chamber of Deputies on February 3 and addressed it (speaking in English) from the Tribune. On entering the Chamber he sat facing the tribune with President Poincaré on his right and M. Antonin Dubost (President of the Senate) and M. Clemenceau (Premier) on his left, while M. Paul Deschanel (President of the Chamber) delivered a speech of welcome. President Wilson then ascended the tribune to reply. He referred to Franco-American friendship in the

days of Lafayette and Washington, and the present close friendship of France, the United States, and Great Britain. "France," he said, "has stood, and still stands, on the frontier of freedom. She forms the dividing line between democracy and tyranny. . . . To her aid have come not only her Allies, but all the free peoples of the earth, and there can be no doubt in her mind that the whole world is ready to protect her."—[Drawing Copyrighted in the United States and Canada.]



## HUSSEIN—THE MARTYR OF ISLAM.

By EDWARD E. LONG.

ON another page photographs are shown of the celebration in Basra of an annual ceremony peculiar to the Shi-ite community of Islam known as "Sabaiyet el Hussein." On one day in the year, wherever Shi'ahs are gathered together, they mourn the martyrdom of Hussein, grandson of the Prophet, for this is the great tragedy of the Moslem world; and many Sunnis there be, also, who are moved by the harrowing story of the martyr's death. And yet it arose out of the difference of opinion regarding the succession to Mahomed, which led to the division of Islam into the two great sects of Sunni and Shi'ah. Mahomed left no instructions as to his successor. The most likely was either Abu Bekr, his old and tried friend and counsellor; Omar, his great general, conqueror of Jerusalem; or Ali, his cousin and son-in-law, who had married his favourite daughter, Fatima.

The Arabian Legitimists argued for Ali, who, though related by marriage only, had two sons, Hassan and Hussein, one of whom in due course would probably succeed him. Their claim was disregarded, however, and Abu Bekr was chosen Caliph, Omar succeeded him, and then came Othman. Ali approved the choice of Othman, who was murdered eventually by Legitimist fanatics;

and Ali—though he had nothing to do with the crime—since he became Caliph thereby, incurred fierce opposition. Ali's foolishness in calling upon him to resign office placed at the head of this opposition a most able man, Mo'awiya, Viceroy of Syria and Governor of Damascus.

Mo'awiya started immediately to exploit the murder of Othman, and challenged Ali to fight. A battle fought between them proved inconclusive, and finally Ali was stabbed fatally with a poisoned sword by a fanatic as he was going to prayers. Mo'awiya was not concerned in the crime, but nevertheless a contest arose between him and Ali's eldest son, Hassan, who, as Caliph, marched with an army against Mo'awiya. A portion of his army revolted, however; and he, wounded, capitulated to Mo'awiya, abdicated, and was pensioned off, together with his brother Hussein.

In retirement, Hassan was poisoned by his wife—instigated, it is said, either by Mo'awiya or his son Yazid. Mo'awiya, as Caliph, was a great ruler; his son Yazid succeeded him. One of his first acts was to require Hussein and his family to take the oath of fealty. Hussein, however, feared treachery, and, instead, accepted an invitation from the people of Kufa to proceed

thither and declare himself Caliph. He set out, therefore, with his family and a small band of followers; but Yazid had sent his strong and crafty General Obaidullah to Kufa beforehand, which master-stroke rendered the Kufaans powerless. Obaidullah then sent his Emir, Omar-ibn-Sa'd, with an army of 4000 men, to Kerbela, to intercept Hussein and his little band, 140 strong.

Hussein was a hero, and he died a hero's death. Surrounded, cut off from his only supply of water, in the burning desert, he fought till overwhelmed, saw his eldest son Ali slain before his eyes, and finally stood left with five companions facing terrific odds. One by one these failed, when Hussein mounted a horse and faced his foes alone. His charger was killed, but still he endeavoured to fight on—with a charmed life. But he sank to the ground overcome with thirst, then tottered to his tent, and took in his arms his infant one-year-old son. A bow twanged; the babe fell to the ground transfixed by an arrow. Hussein rushed from his tent to the river towards the enemy. An arrow struck him in the mouth; he endeavoured to tear it out, was surrounded by his foes, and hacked to pieces. Thus fell the grandson of Mahomed, and while Islam lasts the Shi'ahs will lament his cruel martyrdom.

## THE REFORM OF CRICKET.

By E. B. OSBORN.

WE are all looking forward to a fine summer and plenty of joyous cricket. Even in wartime the game was well worth while—soldiers on leave gloried so in a brief innings on any ever-green English field, and school sides were so kind and considerate to the old crocks over military age who invaded their playing-fields. Sometimes, it is true, the boys let slip a left-handed compliment. For example, an M.C.C. veteran visiting a famous Public School in the Midlands happened to overhear the following remarks at the close of a long afternoon's leather-hunting: "Never saw such a lot of fine old crusted sportsmen!" said the painstaking young batsman who dug himself in after lunch and survived six of his comrades. "Why, every time a wicket fell they gathered round the wicket-keeper and discussed the prospects of the winter's gout. As for the wicket-keeper, he creaked all over whenever he gathered the ball." "You'd think they would prefer golf," observed his companion. Nasty jar for golfers!

But there are drops of bitterness in the cup of joyous anticipation. In the first place, there will be a great shortage of grounds for minor cricket. The London Playing Fields Society will only be able to provide about fifty pitches next season—

a fourth of the pre-war provision for diminishing the pressure on the parks and open spaces, which accommodate the little clubs that cannot afford to pay the smallest rental. Many village greens and country house grounds have also been laid out in allotments or ploughed up; and, even if all the former playing-fields were demobilised in 1922—which seems unlikely, in view of the pleasure and profit people of all classes have derived from a war allotment—they would have to be re-turfed, and would then be unsuitable for the most rudimentary cricket. The other day two East-End lads were discussing this very point. One thought cricket would have to be played in double shifts—a match on Saturday morning, and another in the afternoon. And the other suggested Sunday cricket. If I were a parson I should welcome that solution—it would be a long step back to the "Merrie England" of pre-Reformation days.

Secondly, there is a danger that some of the absurd schemes for "brightening" cricket will be adopted. If so, a time-honoured pastime which gives a quiet pleasure to 250,000 votaries every week will be garbled in order that 300 county cricketers may earn a little more gate-money. It is even proposed to alter the implements of the

game—to diminish the width of the bat, or increase the height of the wicket, or even add a fourth stump. Other impious proposals would extend the l.b.w. rule (in spite of the fact that no umpire could possibly be sure that a ball pitched off the wicket would have hit the stumps if the batsman's pad had not intervened), or change other fundamental rules. And some iconoclasts, *horribile dictu*, want to abolish the left-hand batsman, thereby depriving us of such dashing batsmen as H. T. Hewett or Clem Hill, in order to save the few seconds required for readjusting the field when a left-hand and a right-hand player are in together. This seems to me the most infamous innovation of all—a kind of Bolshevism, in fact. . . . Yes, I am a left-hander myself, and still a bit of a smiter with a pronounced pull! Am I to be side-tracked into golf in my old age?

All this reform of cricket strikes me as sheer deformation, and I appeal to Mr. E. V. Lucas, a more Lamb-like essayist than myself, to deal faithfully with the impious fellows who wish to pervert the most English of our institutions. The vast majority of cricketers would down bats and balls if any such sacrilege were countenanced by the authorities.

## AN ACRE AND A LIVING.

By S. L. BENSUSAN.

IN the byways of life where, unaided, people experiment for themselves, much is done that confounds the text-books. The elderly man, formerly a gardener, of whom I write lives in a home county in a small cottage that enjoys a sheltered position, an outlook towards the English Channel, and an acre of rich loamy soil. He works often alone and with great energy between April and October, in very leisured fashion through the five unpleasant months of the year, and he thrives.

There is a half-acre of currants, well wired in, though kept open at the proper season—nearly all black currants, quite free from big bud. They are old bushes, and the harder he prunes them the more vigorously they grow. He has a dozen or more standard apple-trees of the best quality, a quarter of an acre of lavender, and a quarter of an acre of *berberis*, of which I never knew the use until I saw it being raised by a friend who sells the leaves and small branches through the winter for purposes of table decoration. Never having been in winter time to the garden I write about, the full use of the *berberis* had passed me by. Live stock is limited to some score of chickens kept intensively throughout the winter time, five

Anglo-Nubian goats, and a couple of dozen hives, for whose inhabitants special flowers are grown along all the borders. There is heather near at hand, so that the honey is of admirable flavour. Honey is the stand-by: in an ordinary year the return is half a ton; in a good year it is more, allowing always for sufficient surplus to winter-feed the stocks. The sale of two or three kids, of February and March hatched chickens, and of swarms that generally come in late May, supplemented by the marketing of the currants, lavender and *berberis*, and the main honey crop, keep two people in comfort, and enable a little outside help to be paid for on occasion. The winter months are devoted to the carpenter's bench while it is light, and to reading when the light has gone.

A careful study of the conditions shows that the receipts are sufficient for the expenditure chiefly because the life lived is of the simplest kind. The cost of clothing is very trifling; there is no outlay for travelling; father and daughter being vegetarians, there is no meat to pay for; the goats, heavy milkers, provide butter and cheese; bicycles serve for rare visits to the county town, and still rarer holiday excursions.

At a time when so many people are thinking of the advantages of the country life, it is interesting to find that an acre of rich soil, cleverly handled, will provide two plain lives with the necessities of life. To be sure, the goats are tethered along the lanes in the summer, the bees are unrebuked trespassers in any and every garden, the chickens have the run of a neighbour's meadow for half the year. Everything favours the work in this case, and there is a very good market for all produce; but there must be thousands of equally favourable sites in this country only waiting for the man who brings judgment, experience, and energy to their development. In my opinion, the beehive is worth more to the countryman than chickens, pigs, or rabbits. It takes little room, costs nothing to keep, increases regularly provided there is no disease, and yields produce for which there must always be a reasonable demand. It is well to remember that the Hawaiian Islands, California, Jamaica, and some other favoured places were sending into this country just before the war honey that could be sold with profit and in bulk at fourpence-halfpenny a pound; but English honey, in the neighbourhood of heather or white clover and orchards, will always hold its own.



# THE SABAIYET EL HUSSEIN: A GREAT MAHOMEDAN CEREMONY.



"THE GREAT TRAGEDY OF THE MOSLEM WORLD": THE REPRESENTATION OF THE HEADLESS CORPSE OF HUSSEIN IN THE SABAIYET-EL-HUSSEIN PROCESSION AT BASRA.



THE ANNUAL SABAIYET-EL-HUSSEIN PROCESSION AT BASRA: PART OF THE CAVALCADE.



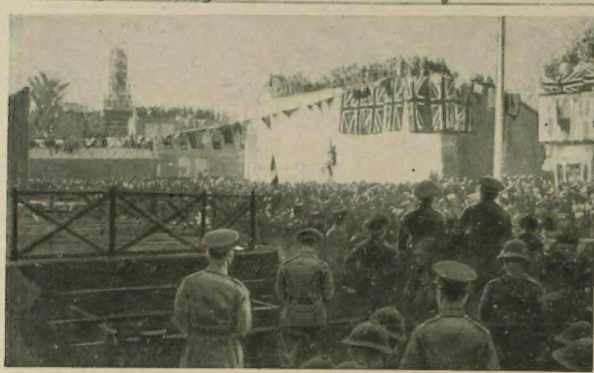
LAMENTATION FOR THE PROPHET'S MARTYRED GRANDSON; MOURNERS BEATING THEIR BREASTS.

The Shi-ite community of Islam holds every year a solemn ceremony known as Sabaiyet el Hussein. An account of its origin is given in an article elsewhere in this number, in which the writer says: "On one day in the year, wherever Shi'ahs are gathered together, they mourn the martyrdom of Hussein, grandson of the Prophet, for this is the great tragedy of the Moslem world; and many Sunnis there be also who are moved by the

harrowing story of the martyr's death. And yet it arose out of the difference of opinion regarding the succession to Mahomed, which led to the division of Islam into the two great sects of Sunni and Shiah." The article then relates the circumstances of Hussein's death. Our photographs, which have just come to hand, show this ceremony as performed at Basra, in Mesopotamia, on October 1, 1918.



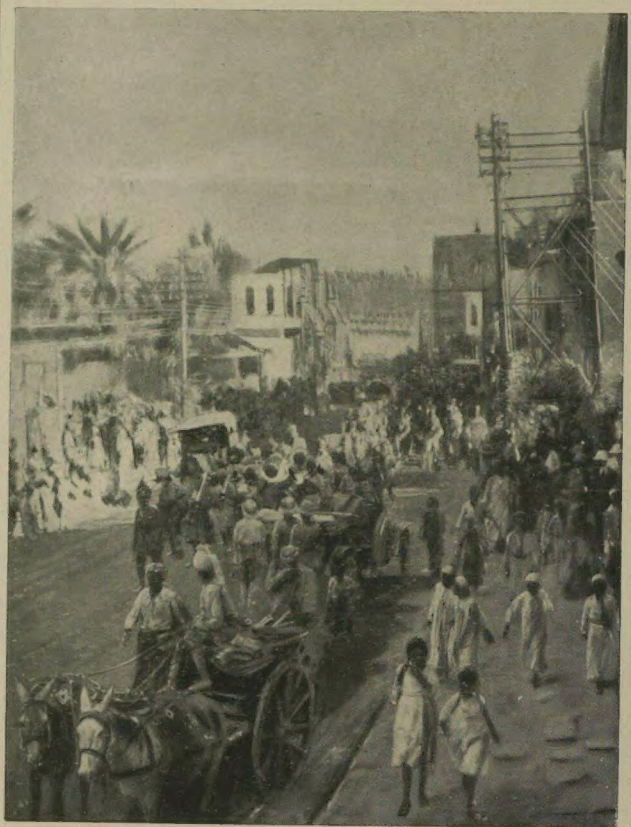
# ARMISTICE DAY IN BAGHDAD: GENERAL MARSHALL'S PROCLAMATION.



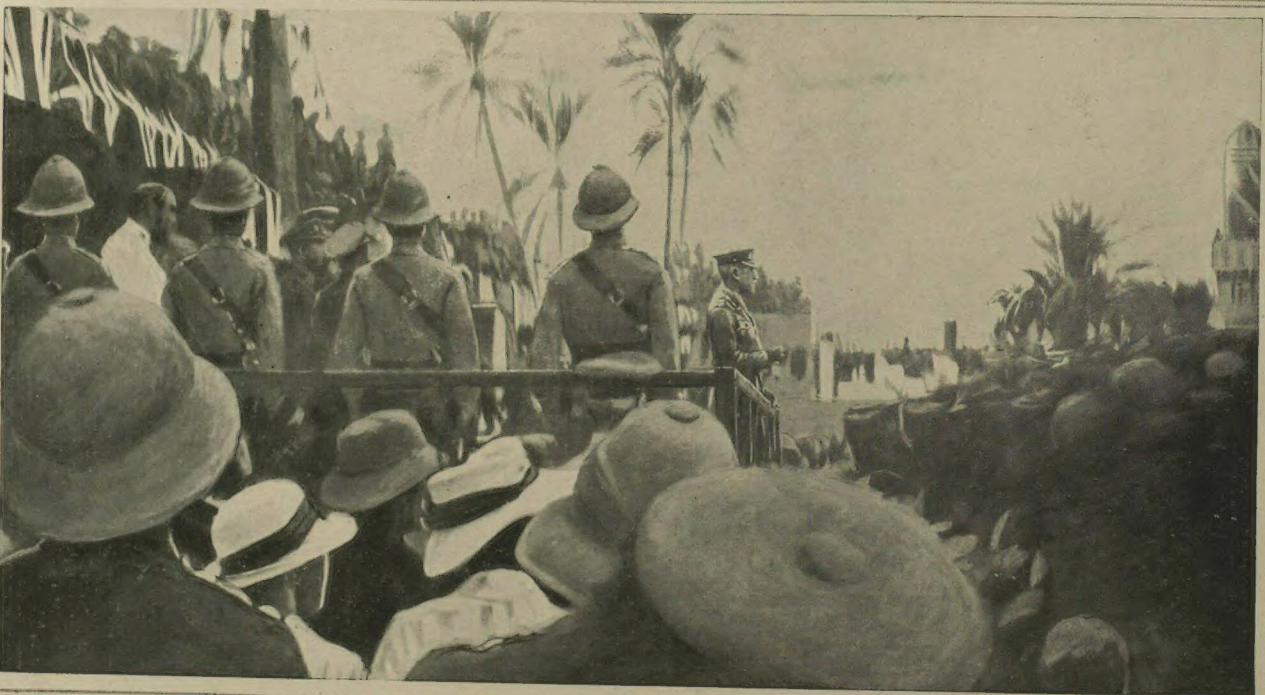
BAGHDAD'S ARMISTICE CELEBRATIONS: THE CROWD ASSEMBLED TO HEAR GENERAL MARSHALL'S PROCLAMATION.



BRITISH AND INDIAN TROOPS ON THE SCENE: ARMISTICE CELEBRATIONS IN BAGHDAD.



ARAB CHILDREN AND AN INDIAN BAND: A BAGHDAD STREET SCENE ON ARMISTICE DAY.



THE VICTOR OF MESOPOTAMIA: GENERAL SIR W. R. MARSHALL READING THE PROCLAMATION OF THE ARMISTICE IN BAGHDAD.

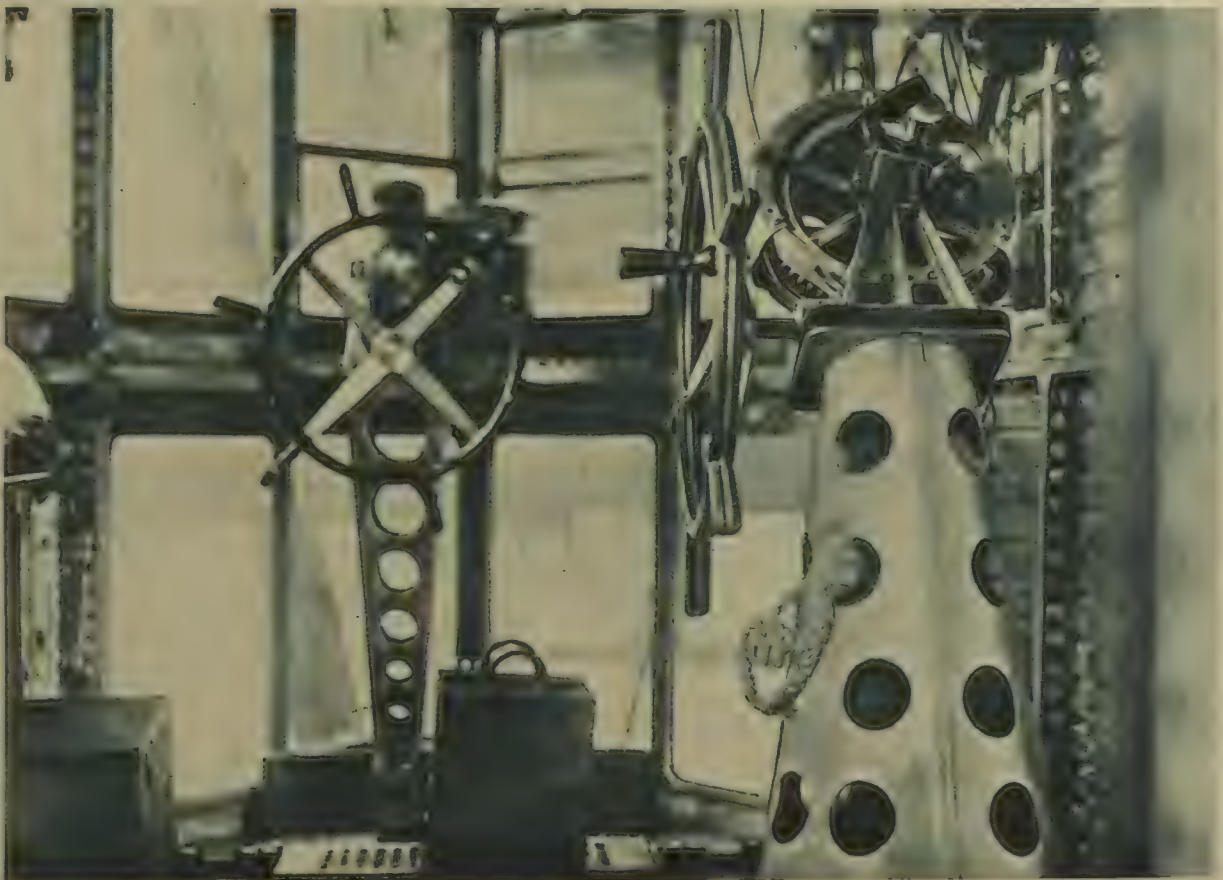
The Armistice granted to Turkey, after the sweeping victories of General Marshall in Mesopotamia and General Allenby in Palestine, was signed at Mudros on the night of October 30, and hostilities ceased at noon on the following day. The terms included "the surrender of all garrisons in the Hedjaz, Asir, Yemen, Syria, and Mesopotamia." General Marshall's final campaign on the Tigris above Baghdad began on October 18, and ended on the 30th with the capture of the whole Turkish force with its commander. In a telegram of congratulation to General Marshall the King said: "I wish to record

my grateful appreciation of the part played by the Mesopotamian Expeditionary Force in the complete capitulation of the Turkish Army." A few days later a declaration was issued by the British and French Governments saying: "The object aimed at by France and Great Britain in prosecuting in the East the war let loose by the ambition of Germany is the complete and definitive emancipation of the peoples so long oppressed by the Turks, and the establishment of Governments and national administrations deriving their authority from the initiative and free choice of the indigenous populations."



## MONSTER BRITISH AIRSHIPS: A NEW TYPE OF RIGID DIRIGIBLE.

PHOTOGRAPHS SUPPLIED BY C.N.



1. THE "R29," A NEW BRITISH AIRSHIP OF RIGID TYPE: SOME OF THE BIG PETROL-RESERVOIRS.

In view of the recent Memorandum issued by the Air Ministry as to the great possibilities of airships for commercial and passenger transport over long distances, the photographs on this and the following pages are of particular interest. Those on this page illustrate

2. EQUAL IN SIZE AND CAPACITY TO THE LARGEST ZEPPELINS: THE "R29"—A VIEW IN THE NAVIGATION CABIN.

the "R29," one of the new British rigid dirigibles, which are equal in size and capacity to the largest Zeppelins. Such craft are regarded as especially useful for trans-oceanic flights or long journeys over country that is unsuitable for landings.



## BRITAIN'S NEW GIANT DIRIGIBLE AIRSHIPS: THE ENGINE-ROOMS.

PHOTOGRAPHS SUPPLIED BY C.N.



1. FITTED WITH THREE ROLLS-ROYCE ENGINES OF 275-H.P. EACH: THE MAIN ENGINE-ROOM OF "R 29."

2. SHOWING THE REVERSIBLE PROPELLER SYSTEM OF LIFTING: THE AFT ENGINE-ROOM OF "R 29."

The exact dimensions of our new giant airships have not been stated, but they are said to be equal to the largest Zeppelins, some of the latest types of which had a gas capacity of 2,500,000 cubic feet, and a lifting capacity of 60 tons. There is talk of still huger

British dirigibles being built in the future, 1100 ft. long, with a gas capacity of 10,000,000 cubic feet and a lift of 303 tons. With a crew of about 20, and 50 tons of petrol, they could carry either 148 tons of merchandise or 2000 passengers for about 5000 miles.



## FOR PATROL AND SUBMARINE-HUNTING: OUR LARGE COASTAL AIRSHIPS.

PHOTOGRAPHS SUPPLIED BY C.N.



1. A BRITISH COASTAL AIRSHIP OF THE LARGER TYPE: THE MAIN CABIN AND ENGINE OF "C7."

In the Air Ministry's recent Memorandum on the future of aircraft, it was stated that nine airship stations of various sizes would probably become available soon for commercial purposes. It was also mentioned that a certain number of SSZ and Coastal Star airships

2. AS USED DURING THE WAR AGAINST U-BOATS: THE LOADED BOMB-RACKS OF A LARGE BRITISH COASTAL AIRSHIP.

would also become available. The capital outlay on four types of British non-rigid airships, (SSZ, SST, Coastal Star, and NS) was given as varying between £5000 and £24,000, subject to a reduction of 40 per cent. under peace conditions.





## ON THE PSYCHOLOGY OF AVIATORS.

By C. G. GREY,  
*Editor of "The Aeroplane."*

THE other day a friend suggested that one should write an article on the Psychology of Aviators. The title sounds tempting, and the subject sounds easy. One has visions of discoursing glibly of our heroes of the air—the "bold bird-men" of the cheaper news-sheets—or of hawk-eyed pilots with nerves of steel and the souls of crusaders, and so forth. But, when one comes to think over the matter, one arrives against a perfectly simple question which involves a problem as yet unsolved by our greatest scientists—merely, "Where does psychology end and physiology begin?" The more one studies the human being, aviator or otherwise, the more one is puzzled as to how much his actions are governed by temperament, or his own psychology, and how much by his physical state at the moment.

We talk habitually of a man being stout-hearted or cool-headed; and certainly these two qualities, taking them in their commonly accepted sense, are essential to both the psychological and physiological make-up of the hero, aerial or terrestrial. But the stoutness of his heart or the coolness of his head may be turned to palpitation or dizziness by nothing more important than an attack of indigestion. The Romans had a better appreciation of the relations between psychology and physiology than we have, for they regarded the liver, and not the heart, as the seat of the emotions. Probably one of our own aerial heroes would scarcely take it as a compliment if one referred to him as a stout-livered fellow, yet the epithet would probably come near the truth.

One has in mind a young friend who was turned down seven times, on account of a clamorously defective heart, in his attempts to join the Army. No doctor would pass him for anything except a sedentary occupation, and no school would dare to attempt to train him as a pilot. Yet he flies as a passenger as often as opportunity offers, and is quite unaffected by altitudes up to 10,000 feet or by any tricks his pilot may play. A few months ago, purely in a spirit of scientific curiosity, he descended from an aeroplane by parachute, and was quite unaffected by the experience. There you have an instance of the triumph of liver over heart. And in this connection it is interesting to note that, in express-

ing courage." It requires real bravery to start in the chill before dawn on a dangerous mission, such as bombing a hostile and well-protected city at the first break of day. There are men who are really gallant fighters "when the sky is properly aired"—as one of them described it—who can only force themselves into their machines for the Dawn Patrol by sheer will-power, aided by the all-compelling fear of being known by their comrades to be afraid. One has heard of men suffering continuously in these cold morning hours from inexplicable defects in their machines and engines which compelled them to return for repairs before reaching the enemy's lines, and yet those defects never disclosed themselves when the sun was well

dark without killing themselves; and, as they certainly suffered less from enemy action than the daylight fliers, the casualties in the night-bombing squadrons were lower than those of most other units. Naturally, therefore, these people acquired confidence in themselves, and believed firmly that their work was less dangerous than that of some of the others. Which confidence and belief materially fostered what we are accustomed to call courage. But—and here the purely physiological effect comes in—they had one great advantage over the dawn patrols, and dawn bombers. They generally started at midnight or earlier, and consequently they did not go to bed before starting. They had dinner comfortably in a warm mess, then



RIGID, AND EQUALLING THE BIGGEST ZEPPELIN IN SIZE AND CAPACITY: A BRITISH DIRIGIBLE.  
*Photograph supplied by C.N.*

up. The phenomenon of being a coward in the cold morning and a brave man in the heat of the day seems to be very largely a matter of a sluggish liver.

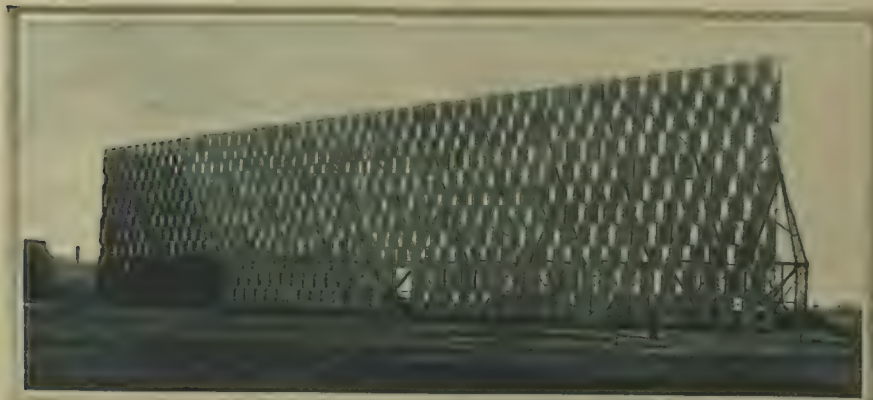
On the other hand, there are men who, so far as anybody can judge, are equally brave at all times. Take, for example, the night-bombing pilots and their observers, who staggered off the ground in the dark on old-fashioned machines which were unfit for service in daylight owing to their slow speed, and were loaded to the last ounce they could carry with bombs and fuel. One has

they set about preparing for their work, and so they went off thoroughly warm and with all their internal economy in full working order. They were not pulled out of bed at 2 a.m. or thereabouts, and set to work with that horrible early-morning feeling clogging mind and body alike.

There are undoubtedly some few men who are mentally incapable of feeling fear, but one holds firmly to the belief that such men are not brave. Surely bravery consists entirely in doing one's job in spite of feeling afraid. In some cases men who have won high reputations for bravery have been notably lacking in mental ability of any kind. It has been said of them that they were too stupid to be afraid. Now that particular kind of bravery is practically non-existent among aviators, for a certain amount of intellect is essential before a man can fly at all. Recent tests by the Medical Service of the Royal Air Force prove conclusively that the stupid man never makes even a passable aviator; whereas the man of a quick, highly strung, nervous temperament invariably makes a good pilot—barring undiscovered defects, such as faulty eyesight. But the trouble is that none can tell whether the man with the nervous temperament will last for any length of time.

One imagines that, in the matter of nerves, the dividing line between physiology and psychology reaches almost the vanishing point. We know that nerves can be doctored by mental treatment, and we know that nerves can be affected by drugs—notably by alcohol. The hunting man or the fighting man of centuries ago knew the effects of Dutch Courage as well as does the aviator of to-day. And it is recognised that when a man takes to alcohol in order to stimulate his flying nerve—or to dull his brain to the sense of fear—his usefulness as a pilot is finished, and he is on the verge of becoming a public danger. Yet one knows of pilots who are constantly in a highly strung, nervous state when on the ground, and are more cool and calm and collected in the air than anywhere else. It would be of great interest to know whether that is a psychological or a physiological state.

(To be continued.)



OUTSIDE A BRITISH SHED FOR RIGID AIRSHIPS: A GREAT WIND-SCREEN.  
*Photograph supplied by C.N.*

ing the idea of temporary or continuous timidity, where we in our own slang say of a man "He has cold feet," the French say "*Il a les foies*"—which, being translated, is "He has the livers." Both are purely slang terms, and yet one ventures to say that both are physiologically correct, in that a defective liver produces cold feet and a general feeling of chill, all of which are highly detrimental to courage.

One of the greatest needs of the war aviator is what has been called "Three-o'clock-in-the-morn-

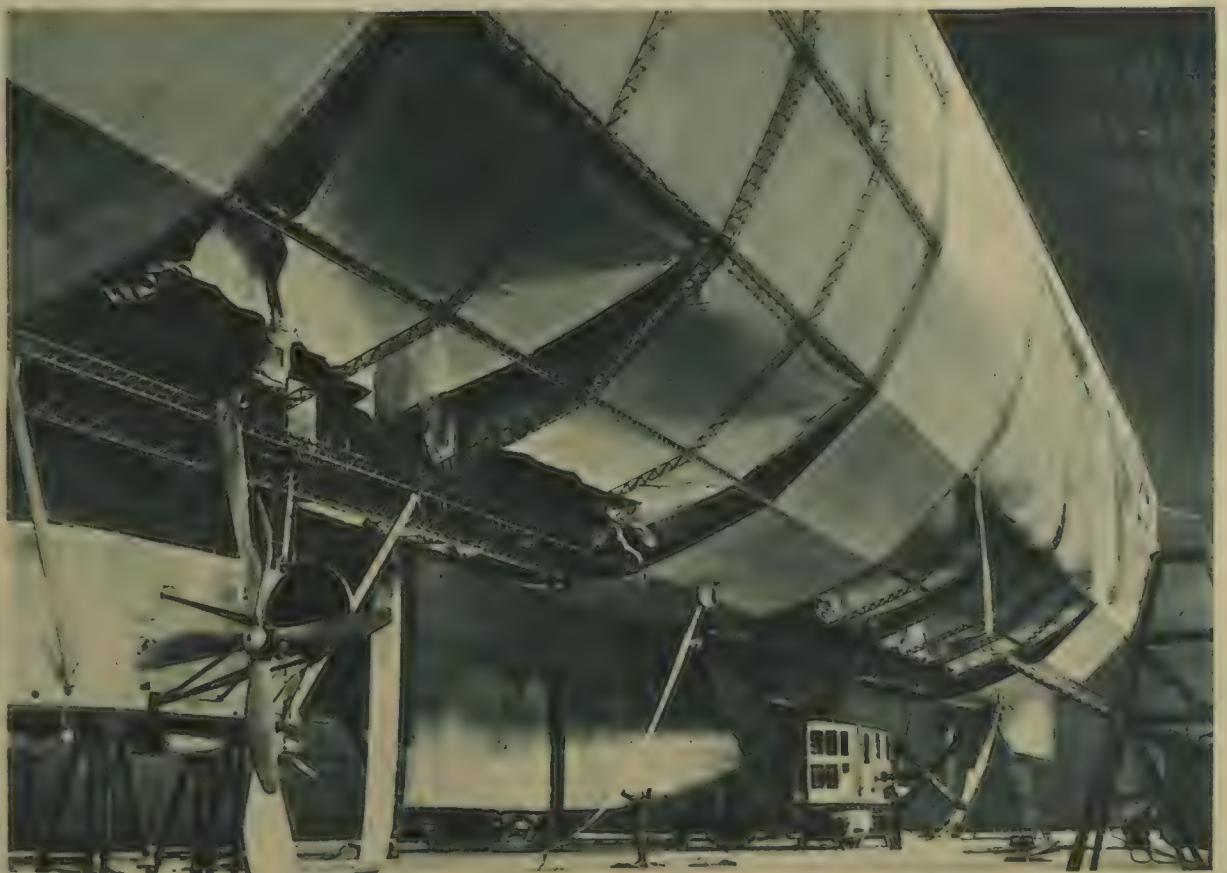
seen and heard these people roaring away for the German lines on pitch-black nights with the thermometer away down towards zero, apparently quite happy. In fact, the specialists at this game say that they preferred it to daylight work, because they could not be seen by the enemy's fighting machines, and so they considered it safer.

Here one has, perhaps, a genuine psychological effect, in which the mind overcomes the body, instead of the other way round. Thanks largely to specialised training, they learned to land in the



## BRITAIN'S AIR FLEET: AN AIRSHIP SHED: A GIANT DIRIGIBLE.

PHOTOGRAPHS BY C.N.



HOUSING TWO AIRSHIPS—ONE OF THEM OF THE LARGE COASTAL TYPE:  
THE INTERIOR OF A GREAT NAVAL AIRSHIP SHED.

Some interesting details regarding the cost of airship hangars were given recently by the Air Ministry. A shed 750 ft. long, to hold two rigid dirigibles, including buildings, gas-plant, drainage, and roads, costs £466,400, less 40 per cent. reduction under peace

2. SHOWING THE SEPARATE BALLONETTES (OR -GAS-BAGS), WHICH ARE  
COVERED DURING FLIGHT: ONE OF THE BIG NEW BRITISH DIRIGIBLES.

conditions. Subject to the same reduction, a shed 350 ft. long to house four SST non-rigid airships or two Coastal Star, or one of the NS type, costs £204,100. The personnel required is given as 395 and 112 respectively, apart from the crews.



# SINCE REOCCUPIED: BAKU BEFORE THE BRITISH EVACUATION.

OFFICIAL PHOTOGRAPHS



ENLISTING LOCAL SUPPORT FOR THE BRITISH AND RUSSIANS AGAINST THE TURKS. DRILLING ARMENIANS AT BAKU.



THE ATTEMPT TO RAISE A LOCAL FORCE AT BAKU TO RESIST THE TURKS. ARMENIANS BEING DRILLED.



PART OF THE SMALL BRITISH FORCE WHICH FOUGHT HEROICALLY: THE STAFFORDS AT DALADAJAR STATION.



SHOWING THAT THEY DID NOT DIG STRONG ENOUGH TRENCHES: ARMENIAN TROOPS IN A FIRST-LINE POSITION.



BRITISH ARTILLERY IN ACTION: A DETACHMENT OF GENERAL DUNSTERVILLE'S GUNNERS WITH A 6-INCH BATTERY.



IN THE ARSENAL AT BAKU: MEN DOING REPAIR WORK ON PART OF A GUN-MECHANISM.

It may be recalled that on July 25 last a new Government set up at Baku, after overthrowing the Bolsheviks, made an urgent request for British assistance. A small force, including troops of the North Staffordshire, Worcestershire, and Warwickshire Regiments, under General Dunsterville, was immediately despatched from Baghdad by way of Northern Persia and the Caspian. Forces were raised locally in Baku, consisting of some 7500 Armenians and 3000 Russians. The success of the expedition depended on their help, as

the British force was not large enough in itself to hold the town. The Armenians, however, who had little time for training, proved unequal to the occasion, and after some stiff fighting, in which our men showed great gallantry, it was found necessary to evacuate Baku. In September the British force was safely withdrawn to Northern Persia. A British force has since been sent to the Caucasus, and in January it was stated that the railway from Baku to Batum was in British hands and in running order.



# WYNDHAM LEWIS ON WAR: "GUNS," AT THE GOUPIL.



BOUGHT BY MR. JOHN QUINN, OF NEW YORK: "THE S.O.S."—BY WYNDHAM LEWIS.



BOUGHT BY THE NATIONAL WAR MUSEUM: "BATTERY POSITION IN A WOOD"—BY WYNDHAM LEWIS.

"Guns," an exhibition of pictures by Mr. Wyndham Lewis (Lieutenant, R.A.), is at the Goupil Gallery, in Regent Street; and is attracting much interest and comment. In his Foreword to the catalogue, the artist writes of his exhibition: "There is very little technically abstruse in it; except in so far as it is always a source of astonishment to the

public that an artist should not attempt to transcribe Nature literally, without comment, without philosophy, without vision. I have attempted here only one thing: that is in a direct, ready formula to give an interpretation of what I took part in in France. . . . Experimentation is waived: I have tried to do what . . . Tchekov or Stendhal did in their books



# A MODERN FORGE OF VULCAN: AN ESSENTIAL INDUSTRY BOTH IN PEACE AND WAR.

DRAWN BY CHARLES FRANK.



THE PICTURESQUE SIDE OF MECHANICAL ENGINEERING: THE CASTING OF IRON "PIGS" AT A GREAT BRITISH STEEL-WORKS.

Next to coal-mining, the iron and steel industry may be regarded as one of the chief foundation industries which are of vital importance to our prosperity as a manufacturing country. Moreover, the production of these metals, and their shaping to human uses, are fundamental preliminaries to the making of nearly all the articles most essential to modern life. Both in peace and war, iron and steel are basic products for all forms of engineering, shipbuilding, and machinery of every kind. The

great steel-works of the North have their picturesque side. To the artist's eye these modern forges of Vulcan present a scene that is at once lurid and imposing; while to the philosopher they suggest reflections on the wonderful victories of man over the inert masses of the material earth. Our artist has illustrated here a stage in the process of casting pig iron.—(Drawing Copyrighted in the United States and Canada.)



## SCIENCE JOTTINGS



OVER most of us, probably, the South Sea Islands hold a peculiar fascination, even though we have never seen them, nor are ever likely to do so. For us they are—

Summer isles of Eden lying in dark-purple spheres of sea.

One reads, therefore, with feelings of real dismay of the frightful havoc which the late epidemic of influenza has wrought among the natives of these wonderful islands. The more so since for years past these most interesting races have been steadily decreasing as a consequence of the invasion of Europeans. The causes which have brought about this state of affairs are many. The trader and the missionary between them have without doubt done most of the mischief. The former has introduced venereal diseases, and both have carried thither small-pox and measles, which have proved extremely virulent. The earlier missionaries, at any rate, unable to steer between piety and prudery, in their endeavour to save souls destroyed bodies; for their potential converts "were naked and they were not ashamed." As with savages in other parts of the world, the insistence on clothing defeated its own end, and at the same time subjected them to lung troubles which hitherto were unknown among them. The desire for European clothing, ugly and unnecessary, has now been fostered by the trader, who tempts them with useless finery by way of barter for the coveted products of their wonderful islands. Too late, the missionary is now said to be striving to remedy his error—at least in a modified way. Though, happily, we have gleaned much in regard to the customs, arts, and crafts of the South

Sea Islanders before the heavy hand of "civilisation" fell upon them, there is much yet to be learned. But, in regard to some islands at any rate, there seems to be a danger that extermination will deprive us of the opportunity of even approximately salvaging what is left.

A carefully organised survey of all the islands in this vast area is urgently needed, in which, moreover, very special stress should be laid upon the physical characteristics of the people. Such a survey, indeed, ought to include the whole of the inhabitants of Oceania—that is to say, of New

## PASSING OF THE SOUTH-SEA ISLANDERS.

Zealand, New Guinea, Australia, and the Pacific Islands; the term "inhabitant," of course, being meant to designate the aboriginals, and not the European settlers. For there are yet many vexed questions to be settled as to the affinities and migrations of these peoples, and before long



THE DANGERS OF SALVAGE: AN OFFICER EXAMINING AN UNEXPLODED SHELL. ACCIDENTALLY TREADS ON A HAND-GRENADE.

it may be that some of the most important links will have shared the doleful fate of the Tasmanians, about whom much misconception exists.

Take the Polynesians, for example. The textbooks give one the impression that they can be

divided into two groups—the Polynesians proper and the "Micronesians." This seems satisfactory enough, and has the semblance of being conclusive. But this is far from being so, as I found when, some five or six years ago, I had in the course of my official work to prepare a report on a collection of skulls from New Guinea. Very early in that investigation I found myself confronted with the question—"Who are the Polynesians?" For the bald statement that

they are a tall people, with pale skins, and straight or curly hair, is of no help whatever. I needed the complement to this—the data derived from the skeleton, more especially, the skull. And this I had, with much labour, to discover for myself—with what results I hope to describe on another occasion.

The Melanesians and the Micronesians are other components of this Oceanic group of peoples no less in need of further investigation. That there existed in times past a pygmy race, or races, in these islands is certain. For I had the opportunity some time ago of examining a number of skulls of this type from New Caledonia. They were evidently of a different type from the existing pygmies of New Guinea, concerning whom we have much yet to learn. Polynesian or Melanesian, it is certain that they are, for the most part at any rate, of Asiatic origin. India probably made the first contribution towards the settlement of these islands. But most of the commonly accepted views on this theme are much in need of revision, for too much reliance has been placed upon purely superficial characters. In

this connection the Australian aborigines and the Tasmanians have to be considered. The last-named are now absolutely extinct, and all too little is known of them. It is almost certain, as I showed a year or two ago, that they passed, on their way to their final home in Tasmania, through New Guinea and Australia.

There is no use, however, in bewailing lost opportunities in regard to the Tasmanians; let us profit from this failure, and take in hand the investigation of the physical anthropology of the South-Sea Islanders before they too vanish.

W. P. PYCRAFT.



THE DANGERS OF SALVAGE: HEARING THE HISS OF THE GRENADE BEFORE IT BURSTS, OFFICER AND MAN MAKE FOR COVER. While examining an unexploded shell on the Western Front, an officer accidentally trod upon a hand-grenade he had not seen among the debris. Fortunately, he heard the preliminary hiss of the grenade, and he and his assistant were able to retreat in time.—[Official Photographs.]



# THE "GIN PALACE": A BRITISH WAR-SHIP OF UNIQUE TYPE.

PHOTOGRAPHS BY TOPICAL.



1. BEGUN ORIGINALLY FOR TURKEY: H.M.S. "AGINCOURT" TURNING.

3. WITH FUNNELS WELL APART, A STUMP MAINMAST, AND A DERRICK  
H.M.S. "Agincourt" was being built for the Turkish Government at the beginning of the war. She is known in the Fleet by the nickname of the "Gin Palace," and is quite distinct in appearance from any other ship of the British Navy. Her peculiar characteristics are her two funnels placed well apart, her stump main-mast, and a large derrick

2. WITH SIX TURRETS: THE "AGINCOURT" READY TO FIRE A SÁLVO. AMIDSHIPS: H.M.S. "AGINCOURT" SEEN FROM THE "EMPEROR OF INDIA,"

amidships. Further, she has six turrets instead of the usual five. Her accommodation for officers is very good, and includes even a laundry. The lower photograph was taken from H.M.S. "Emperor of India," on whose quarter-deck in the foreground is seen lying a Carley float.



# A DEVICE THAT MADE MINES USELESS: THE PARAVANE AT WORK.

DRAWN BY E. P. KINSELLA.



A LIEUTENANT'S INVENTION WHICH HAS SAVED COUNTLESS SHIPS: A LINER FITTED WITH PARAVANES;  
AND (INSET) A PARAVANE ABOUT TO CUT A MINE.

The paravane is one of the most wonderful mechanical products of the war. It was invented by Lieut. Dennis Burney, R.N., and its adoption by the Navy was largely secured through the efforts of Admiral Sir Hedworth Meux. The first ship fitted with paravanes was H.M.S. "Melampus," in 1915, and early in 1916 the whole Grand Fleet had been similarly equipped, while special factories were built for their manufacture. They were

eventually used on all merchantmen as well as war-ships, and saved millions of tons of shipping. A paravane is a torpedo-shaped machine fitted with an apparatus for severing the moorings of a mine. Two are attached to the bows of a ship by cables, one on each side, under water, as shown in the drawing. The Germans never discovered the secret, but, finding mines useless, ceased to lay them.—[Drawing Copyrighted in the United States and Canada.]



## "I'd Like to Take Up Pelmanism, But—"

### SOME DOUBTS DISPELLED.

THE very prominence which Pelmanism has attained during recent years forms the basis of a doubt which exists in the minds of many people. A business girl said to me only the other day, "I'd like to take up Pelmanism, but it's so much advertised that I wonder whether there is not a certain amount of quackery about it."

The association of extensive advertising with quackery is a relic of long years ago, but it is strange how it persists. I was rather surprised, nevertheless, to hear this business woman express the doubt, for she is a marked success in her sphere of work, with a keen, analytical mind.

Inquiry revealed the fact that she had read only one or two of the Pelman announcements closely, though she had glanced in a half-interested way at scores of them. I then divulged that I was a Pelmanist, and immediately a regular machine-gun fire of questions was opened upon me. Was there anything in Pelmanism? Was it free from quackery?

### IS THE CASE OVERSTATED?

Did not the advertisements over-state the case? Wasn't the most made of the successes attained by a few students, while the many secured no benefit worth speaking of? To all of which I replied by two further questions: Was it conceivable that over 400,000 people would voluntarily adopt Pelmanism, unless they were convinced that they would gain in some way from the study? Would so many of the leaders of thought, including prominent educationalists, influential business men, and well-known authors and editors, publicly state their unbounded faith and belief in Pelmanism if it were not capable of withstanding the most searching investigation?

### TREBLED MY INCOME.

These broadsides took instant effect, and I followed up my advantage by mentioning some of the results Pelmanism had achieved in my own case: vast improvement in memory; keener perceptions; realisation of dormant possibilities; consciousness of greater power; appreciation of the beauties of poetry; easier concentration. I reserved for my final shots the two most practical outcomes of my Pelmanistic studies.

The first of these had a telling effect, for this would-be Pelmanist was full of ambitious plans in business. I told her that during the past two years my earnings had more than trebled, in spite of many difficulties and setbacks, and that to Pelmanism was due the major part of the credit for this financial improvement. The other result was the consummation of an ambitious plan which I had often contemplated, but which, until I had become a Pelmanist, I honestly believed to be something unattainable.

This conversation suggested to me that others are probably deterred from taking up Pelmanism by a variety of "buts," each of which could be disposed of in a minute or two if only it were possible to meet the doubters face to face.

For instance, at various times friends of mine have said: "But I'm not enough of a student to tackle Pelmanism; I could never sit and pore over books and lessons, even if I could find the time." Here we have a dual objection: (1) Pelmanism is thought to be hard to study, and (2) no time can be found for it. Let us deal with the second part of this objection first.

The Pelman Course requires from thirty to sixty minutes daily for a period of about three or four months. Many of the exercises can be practised at odd moments—when walking through the streets, while waiting in a friend's office or home, during train or 'bus rides, and so on. Other parts of the study can be done at home or at the office without seriously encroaching on one's time for other matters. The main fact to be borne in mind is that all of us can find or make time to do those things which really interest us. And Pelmanism is one of those things. Which brings me to the first part of the objection we are rebutting. Pelmanism is as unlike ordinary formal studies as anything can well be.

The very first lesson reveals the fascination of Pelmanism, and this fascination becomes intensified with each succeeding "little grey book." Of course, you cannot get the most out of Pelmanism unless you are prepared to follow the training closely. But any Pelmanist will tell you that there is no difficulty in doing this. Pelmanism itself provides whatever incentive may be needed by those who by nature are disinclined to apply themselves to study. Thus we can dismiss the plea of personal inaptitude for study.

### BRAIN POWER.

A frequent contention of the Anti-Pelmanists (for there are people who, without knowing what Pelmanism is, are opposed to it) is that it is impossible to make brains grow where none exist. By which they apparently mean that Pelmanism will not make wise men of dullards. Let me say that, as far as I know, the Pelman Institute has never claimed to be able to perform miracles, though tens of thousands of its members would unhesitatingly declare it has done so in their cases. An ordinary school education is the only foundation necessary to enable any man or woman to become a successful Pelmanist.

In fact, it might be said with a great deal of truth that Pelmanism can be of far more benefit to those of comparatively few scholastic attainments than to those who have been endowed with a more liberal education. To be deterred from taking up Pelmanism because it is thought that only "brainy" people can make profitable use of it is to allow oneself to be influenced by an inaccurate or incomplete idea of what Pelmanism is and does.


Then there's the man who says: "Yes, Pelmanism is no doubt all right for the brain-worker or student, but I'm a mechanic"—or a farmer, a grocer, a policeman, a telegraphist, a rate collector, as the case may be. Just because some people reach much greater success than others in these vocations is proof that there is scope for keen workers in these and similar fields.

### PELMANISM FOR INDUSTRIAL WORKERS.

A Pelman-trained mind will show the industrial worker, for instance, in which direction advancement lies, and what steps to take to attain the goal toward which he is striving. Thousands of letters from Pelmanists have been published at various times, demonstrating in unmistakable manner the great benefit which anyone can derive from the Course. A coal-miner declares Pelmanism to be very useful to him in his work; a munition worker gives Pelmanism direct credit for his ability to design a patent pile; a Manchester bleacher says he never spent money to better advantage than on the Course. These instances could be multiplied almost indefinitely. The man or woman who hesitates to adopt Pelmanism through a mistaken notion that it is useful only to the business and professional classes is neglecting the supreme opportunity of his or her life.

Full particulars of the Pelman Course are given in "Mind and Memory," which also contains a complete descriptive Synopsis of the 12 lessons. A copy of this interesting booklet, together with a full reprint of "Truth's" famous Report on the work of the Pelman Institute, and particulars showing how you can secure the complete Course at a reduced fee, may be obtained gratis and post free by any reader of "The Illustrated London News" who applies to the Pelman Institute, 53, Pelman House, Bloomsbury Street, London, W.C.1.

OVERSEAS ADDRESSES: 46-48, Market Street, Melbourne; 15, Toronto Street, Toronto; Club Arcade, Durban.



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**READ** the above statement by Rear-Admiral Sigsbee: then give Sanatogen a thorough trial. Like him, you will be convinced beyond doubt of Sanatogen's merits as a food and tonic—merits which make it the ideal restorative against the after-effects of Influenza.

"I was advised to take Sanatogen when feeling run-down after Influenza," writes Mr. Ben Davies, the famous singer. "The effect was simply wonderful; my strength and energy soon returned, and I now feel as fit as ever." Make a mental note to ask your chemist for a 5/9 tin of Sanatogen; he may be sold out, but will get it for you as quickly as possible.

**GENATOSAN, LTD.** (British Purchasers of the Sanatogen Co.)  
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Note: Sanatogen will later on be re-named Genatosan—genuine Sanatogen—to distinguish it from inferior substitutes.



## MONTE CARLO.

THOSE who can remember olden days when the only communication between the pearl of the Riviera and "Nizza la bella" was over the Corniche road or by sea in those "penny" steamboats which prudently refrained from venturing out of Nice harbour when the mistral crested the huge breakers with "white horses," will hardly recognise the long stretch of seaboard from Cannes to the Italian frontier under present conditions. The only old land-mark remaining is the typical sun which shines out from early morn till it sinks to the west in golden and violet hues, and we take shelter in the warmth of the Casino—a pleasant refuge from the evening air. It is almost impossible to describe changes which have taken place since the commencement of the war when the truculent Boche commenced to over-run Europe. Pleasant villas which served, owing to the popularity of the Riviera, as a winter resort, have remained closed, untenanted, save by caretakers, since owners have lost heart during the time which has elapsed since the declaration of the war, or practically since the close of the season in 1914. Building operations have been suspended. Here and there are mere shells of houses and hotels suddenly deserted by the contractor, to display the disappointed hopes of those who had imagined that the coming season of 1915 would be as prosperous as usual. For five long years civilians of every nationality have not been able to leave their homes. Palatial hotels which marked each halting-place along the Riviera have been transformed into hospitals. Refugees from the Front and the North of France, with the enemy-stricken districts occupied in Belgium and France by the Germans, have been dumped down in places formerly exclusively patronised by the best English, Russian, and French Society. Since the Armistice, the old restrictions as to travelling have been maintained, and those who thought that the progress made in aerial navigation would have enabled the quick passage which once was so appreciated

at this time of the year, to be replaced by the airship, have learnt that some of the brass-hats have objected to that method, which would have enabled those who formerly wintered along the Mediterranean coast to reinstall themselves in their old quarters. It is not a question of war policy, for the French military authorities, with their English and Belgian colleagues, have largely taxed the recuperative virtues of the South. In piping times of peace, there was no more attractive winter sojourn than

and the absence of those representatives of English Society who, for a quarter of a century, had taken heart of grace and steeled their feelings against the wail of Mrs. Grundy, who sought to mark the English settlement by the limits of Nice. Possibly some benefit may have been secured in the future by the manner in which the British Government has availed itself of the hospitality of the late and much regretted Lord Michelham, whose home at Cap Martin familiarised numerous English officers with the

beauties of the Riviera and the hearty welcome extended them by the authorities at Monte Carlo. There will be no Nice Carnival this year. The delightful Race Meeting has been postponed, and the pigeon-shooting ground, which was visited by the late King Edward in 1874, still shows traces of the vegetable planting permitted by the authorities forty years later, when its best patrons were in khaki, and the Purdey had been perforce exchanged for the service rifle or revolver. The morning promenade on the terrace is still well patronised by residents—few and far between—and those who have taken up their winter quarters at Nice and Mentone, both full at the moment owing to the great influx of Americans. Up on the hills is the rendezvous of the patrons of the royal game of golf, while within a few minutes' walk of the Casino is the tennis ground, extending a welcome to the military. Seats in the theatre are reserved for their use not only for concerts and ballets but for comedy and opera. The rooms are open under official guidance to men in khaki. The only treat they

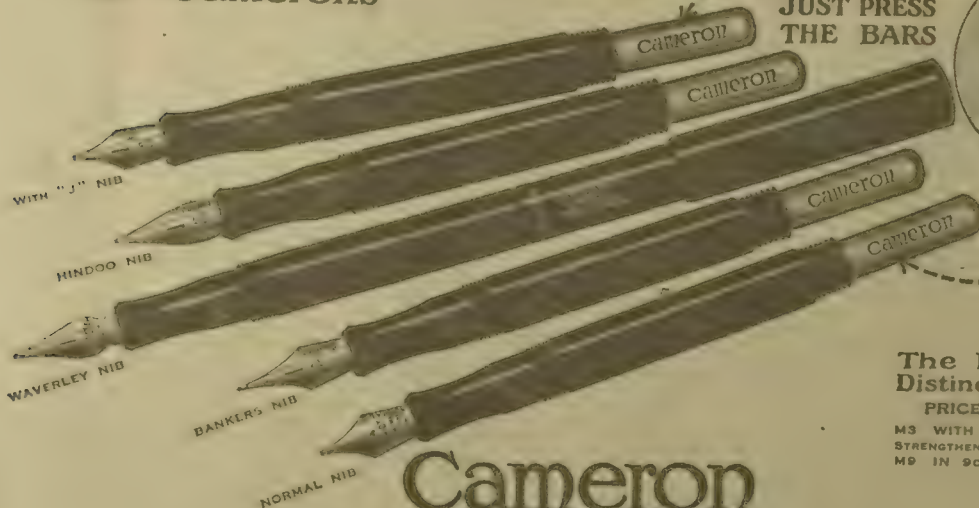
miss is the actual play and the warning of the croupier, "Rien ne va plus," when the ball is spun into the circle made by the wheel of fortune, which, during the long war, one may say has been a general benefactor to the Principality, for the Casino has assumed the task of providing for those who have placed themselves under the peaceful banner of the whilom Grimaldi warriors. They have not turned their eyes in vain to the management of the Casino, for there has been neither want nor suffering within the limits of their frontier.



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the French Riviera with its Alpine scenery sheltering the coast from cold winds and snow. There was every amusement and variety of pleasure in the programme of sport supervised by M. Camille Blanc, the managing-director of the Société des Bains de Mer de Monaco, responsible for the multiple attractions which have given Monte Carlo a world-wide reputation as the home of art, of song, and amusement. It has lost, perhaps, some of its charms, owing to the unreasonable restrictions imposed by the frontier authorities,

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## THE STRUGGLE WITH THE RAT.

BY S. L. BENSUSAN.

IT does not seem more than a year ago since a harassed official of the Board of Agriculture told the representative of a great newspaper that the rat problem could not be solved. The Board had issued a pamphlet, and there was no more to be said. Quiet persistence on the part of some official and a few unofficial persons has wrought great changes. There is now a department for dealing with rat-destruction, in charge of an expert who has studied Continental methods on the spot. It will be his province not only to devise adequate schemes, but to put to the severest test all the remedies now in use. The poisons, the viruses that introduce para-typhoid, or

enteric, among rats—and perhaps in other directions—the methods of trapping, trailing, flooding out and, blocking out, the traps that are effective or ineffective—all will be considered, recommended or condemned. An effort as welcome as it is belated is to be made; and, with any luck, we may travel far enough along the road to rat and mouse extermination to save Nature the trouble of reducing their appalling present numbers by a visitation of the plague that can be communicated to man by the rat flea, and that, once it passes from the bubonic to the pneumonic stage, becomes contagious and kills its thousands.

Those who study the problem know that we have more rats in England to-day than there have been for many years. They have had favourable seasons for breeding; professional trappers have gone to the war, or, if too old for that, have lacked the sugar that enters so largely into the rough-and-ready poisons. Keepers have departed; and of owls, kestrels, stoats, and weasels we have too few. An open winter following a wet harvest has availed to keep many stacks unthreshed. There is not enough tackle to go round, and the glut of imported corn is so great that there has been no free market at Government prices for the farmer's wheat, so that much remains in the stack.

The inevitable result of all these conditions throughout the country is that rats have been on the increase: the females have their first litter when four months old, and sometimes, when food is plentiful, earlier. The wayfarer can mark the rat-runs on the corn-stacks; labouring men will tell him how they took so many hundred rats when they threshed such and such a stack, and how the mice might have been measured by the bushel. Disquieting reports come from London, where the rat-catchers' labours have been suspended of late; some country towns have suffered real invasion; where there are rivers or canals, the menace of the rat is most pronounced, for the banks are their high road.

Unfortunately, the rat lies low by day, and does his work when man is taking his rest; and on this account very few people are able to realise the extent, variety, and magnitude of the damage done; while only the trained intelligences can tell us of the risks we run by eating, as most of us must, food that rats have tampered with or contaminated. Against the evil that rats do there is nothing known to us that can be pointed to as a form of compensation; while the reproductive capacity of *mus decumanus*—the brown rat—is so great that no effort not universal in its application can be effective. The

struggle now entered upon will be very hard and prolonged: the rat will put up a big fight.

Mr. Ernest J. P. Benn has certainly chosen an auspicious time for the publication of a new weekly review of "Industry, Trade, Commerce, and Social Progress," for each



AT IMMINGHAM: LOADING MINES—A PHOTOGRAPH JUST RELEASED FOR PUBLICATION.—[Photograph by Illus. Bureau.]

is the subject of daily increasing importance. In view of the kaleidoscopic changes so frequent in the world of industry and labour, and their intimate association with the comfort and welfare of the whole population, the new review, *Ways and Means*, should command a wide public and do valuable service. It promises to concern itself impartially with industry, not as the "organ" either of Capital or Labour, for it will make an effort "to get the respective views of employers and employed into their proper perspective." Mr. Benn is starting his review at a critical stage of all industrial conditions. It will be published from 8, Bouverie Street, E.C.4, at sixpence weekly.



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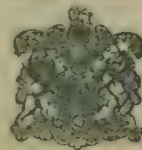
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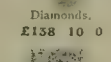
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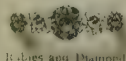
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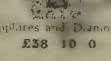
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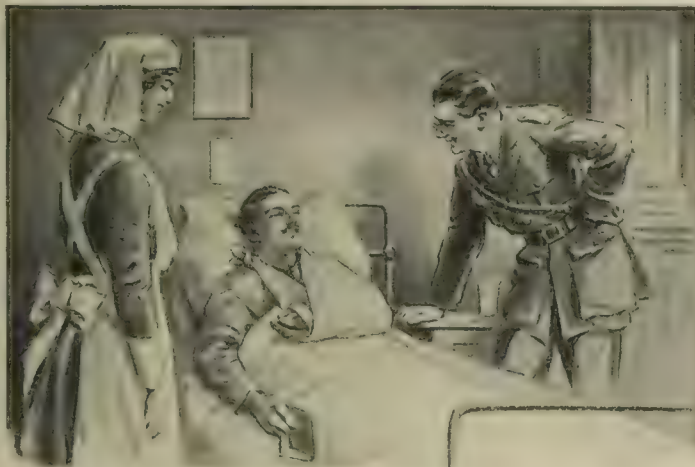
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## LADIES' NEWS.

RATHER a dull week, suffering from a severe epidemic of strikitis, was the general verdict on the recent proceedings. No one seemed to have very pronounced ideas as to who was right, or what was wrong. The public was a little bewildered—like the nice, big, philosophical, good-natured thing it is. This frequent punishing of it, for what it has nothing to do with, puzzles it a good deal. They were awful mornings to have to walk to work, with a useless season ticket in the pocket; but the London working women have learnt of their fighting men to take troubles cheerily. Dances went along merrily: ways and means were found to get to them by sufficient guests to keep the floors busy. Shops suffered very little; theatres more: restaurants were unavailable because the service was out of joint; but, of all the suffering inflicted by the strikers, the most severe by far was that on their own innocent wives and children. "If it stops to-morrow, mum, how am I to level up again? There's little enough with prices as they are, when the money comes in regular." This was the sentiment of a striker's wife on the crisis.

There will be an evening party on the night before Princess Patricia of Connaught's wedding. This will follow the precedent instituted when Prince and Princess Arthur of Connaught were married; and the party was in St. James's Palace, where it may be again on this occasion. The presents were displayed, and the function was a huge success: everyone enjoyed it amazingly. The precedence of the Lady Patricia Ramsay—and she will not be the first of that name and title in the family she will enter—is to be that of a Duke's daughter. This will solve all difficulty for those who will entertain her. The royal "bob" of obeisance will be discontinued, and the bride can go her way without eyes right and left lest she should seem to slight anyone by not acknowledging their "bob." The Crown Prince of Sweden will see his sister-in-law married. He was married on June 15, 1905, in St. George's Chapel, Windsor. King Edward and Queen Alexandra made a full State affair of the wedding.

The wedding dress and the trousseau dresses for Princess Patricia will be the first hint of spring fashions. The secret of them is therefore being somewhat strictly kept. Princess Patricia has always been rather an individualist than an extremist in style, and I gather that, about the coming dress plan of campaign, there is little that is extreme; there are decided changes in store, but they will be led up to. Feathers are to come into their own again, and many ladies will be glad to welcome the re-entry of rich and handsome substantial brocades,



A DANCE FROCK.

Lemon tulle tucked over gold lace, and a gold ribbon round the waist, make up a very effective "tout ensemble."

velvets, and silks. These will be old friends with new faces, in that they will be softer and drape more easily. There are rumours that Court trains will be much less wanted in future than in the past. If it is the intention of the Lord Chamberlain's Department to restart Courts, one knows, from the multiplication of titles and decorations and officials, that they must be mammoth affairs, and trains would be needed by the gross. Again, if all one's neighbours attend a Court, the joy of attending will be gone. No one, I imagine, ever supposed that a Court was a joyous affair for any other reason. The early Victorian idea of attendance at a Drawing-Room being a loyal courtesy was strangled by the rush for invitations to Edwardian Courts. The King and Queen cannot extract any pleasure from the sight of a procession of loudly announced trained ladies, who curtsy and are bowed to and disappear. The evening parties at the Palace of the earlier Georgian days may be a feature of those of our Fifth George. They would be large affairs, and trains would be too much in the way.

A White Sale is a nice sale, just as a white man is a nice man; and nice women dearly love both. A White Sale offers the careful house-mother fine opportunities, when normal prices are as high as now, to reinforce her linen-press; and to all women to rehabilitate rather war-emaciated wardrobes. Therefore, that Harrods start a White Sale on Monday next, the 17th inst., will be good news. Even the exclusive minority sex may sit up and take notice, for shirts and collars are therein included. It lasts only for the week, and the advantages are so many that mere indication of a few of them is all that space permits. A catalogue will, however, be sent on application to those really interested. A striped damask table-cloth, with a handsome and distinguished Celtic border (2 by 2), for 33s., and on in proportion to size, is good. There are lovely Adam and many other designs in these lovely cloths. Sound investments may be made in sheets, which the sleeping partner will assuredly commend. Hem-stitched huckaback towels, at 37s. 6d. a dozen, and bordered kitchen tea-towels, at 17s. 6d. a dozen (29 by 30 in.), will incite the lover of a linen-chest to purchase. For 15s. 6d., a dozen of wide lace-edged, linen-centred handkerchiefs can be acquired. There are beautiful white cotton voile shirts, with pretty collars, and fastened with one pearl button, in sizes 13½ and 14, for 10s. 9d. each. Camisoles hand-made, trimmed with embroidery on Valenciennes lace, are cheap at 3s. 9d. There are blouses in crêpe-de-Chine and Georgette, nighties, pyjamas, and coats, hats, and frocks for children included in a sale which will certainly out-Harrod Harrods!

A. E. L.



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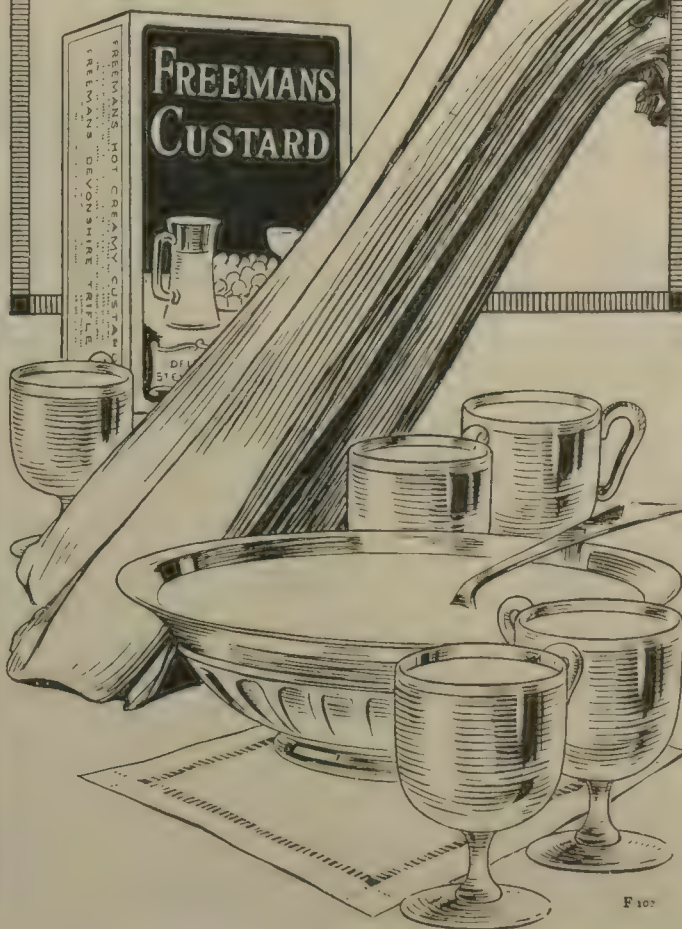
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natural beauty of healthy teeth  
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## NEW NOVELS.

"The Roll Call." The energy and self-confidence that distinguish citizens of the Five Towns are not discarded when they arrive in London. "The Roll Call" (Hutchinson) exhibits the opening of George Cannon's career—George Cannon, the stepson of Edwin Clayhanger, who, established with his wife in prosperous middle-age, regards the young man's career benevolently from the Midlands. Mr. Arnold Bennett's humour plays with George's egoism, George's youthful romance, George's crude assaults upon life and the emotions. It is a brilliant analysis of the social timidity and daring that struggle for alternate mastery when a man is green in judgment; and its effect is heightened by the subordination of the beings in contact with him to George's interests and ambitions as he, often subconsciously, arranges the method of his life. And yet the world wags on, itself not wholly disinterested. Even the kitchen cat attends upon love's young dream; but with an eye lifting to the cakes and milk of the betrothal supper. . . . In the manipulation of detail, indeed, Mr. Bennett is masterly. The significance of the small things, the "petty dust," never for a moment escapes him, and, as he delights in doing, he places the large events—such as marriage—exactly in their proper sequence. Impossible that marriage bells could close the story of the rising architect, George Cannon! Or the Great War, either, it would appear; for though we leave him engulfed in the cataclysm of 1914, it is very plain that he will emerge again in the next book, as resourceful and stubbornly British as ever. "The Roll Call" is, to our mind, a great advance on "Clayhanger." It is broader, lighter, and deeper all at once. It is Mr. Arnold Bennett at his best; or, if you favour comparisons,

it can be ranked side by side with "The Old Wives' Tale" for human interest, and a peg above it in its sure command of the novelist's art.

"The Secret City." "The Secret City" (Macmillan) is a profoundly interesting and moving book—a book, too, that goes once more to prove how little the serious student of racial psychology can afford to neglect the material garnered in by the intuitions and the

Walpole himself, the interpreter of that remote and Eastern spirit. Yet it does seem to us that "The Secret City" makes plainer to a Western mind the things seen hitherto as in a glass darkly. To begin with, it is written in such clear, nervous language that never once does the reader have to pause to worry out the meaning of a situation, or a paragraph, or a phrase. As Mr. Walpole has seen what he has seen, so he communicates it to us; which, by the way, would appear to show that Mr. Henry James no

longer plays the part of a will-o'-the-wisp to the younger generation—an emancipation for which we cannot be too thankful. And the things that he has seen stir the blood and set the heart beating. . . . Here are the immortal lovers swept round about by the eternal wind, the man of honour and the woman of courage, drawn to each other's arms and borne onward irresistibly. Here is Semyonov, the sensualist, the tormented, the tormentor, who juggles for his own terrible purpose with the happiness of his kinsfolk. Here is Baron Wilderling, of the old régime, to whom the Revolution was a rising of the rabble to be crushed by rifle-fire—his own desperate, defiant rifle-fire, if the rest of the governing world were insane enough to hold its hand. And besides these figures there are Nina, whose youth was broken like a toy and cast aside; Uncle Ivan, who was dressed by an English tailor, and saw

nothing of the tragedies about him, neither the ruin of Markovitch, nor the shadow cast before of the day when he himself should shovel snow for a rouble an hour; and the Rat, spewed up from the sewers to be the instrument of terror. Petrograd in winter, magic in colour and atmosphere, is the setting, with a glimpse of Easter and the bursting of spring used much as Tolstoi used it. "The Secret City," apart from its tremendous drama, has an almost startling charm.



THE PRINCE OF WALES AT THE SALUTING-POINT, WITH KING ALBERT: THE KING OF THE BELGIANS REVIEWING THE BRITISH THIRD CORPS AT BRUSSELS. [Official Photograph.]

sympathetic magnetism of the novelist. The genius of the English finds a happy medium of expression in fiction, and it has seldom used it to better purpose than in Mr. Hugh Walpole's remarkable study of Petrograd at the beginning of the Revolution. His ironical sketch of the man who thinks he knows the Russian soul because he has read Dostoevsky and Tolstoi, and attained a smattering of the language, is, of course, a warning to the hasty—perhaps even to the reviewer, who may discover, in Mr

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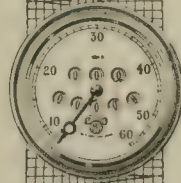
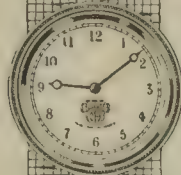
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## "THE CANDLE OF VISION."

"COME with me and we will bathe in the Fountains of Youth. I can point you the way to El Dorado." The work of a writer who makes such a claim in all seriousness arrests attention, for it is manifest that he has a message, and speaks with the voice as of one founding a new faith. The passage quoted occurs in "The Candle of Vision," by "A. E." (Macmillan), and "A. E." as many people know, is the pseudonym of that gifted Irish poet, artist, and mystic, Mr. George Russell. The name of his new book is supported on the title-page by two Biblical sentences—one from Proverbs: "The spirit of man is the candle of the Lord"; and the other from Job: "When his candle shined upon my head, and by his light I walked through darkness."

The author's message is not addressed to an elect few. "All I have said," he writes, "may be proved by any as curious about things of the mind as I was, if they will but light the candle on their forehead and examine the denizens of the brain." What, then, is this candle of vision that is to guide our feet into a new way of the spirit; how is it to be lighted, and whither will it lead? To obtain a full answer to these questions one must read the book—a task not arduous and well worth the adventure. Here it is only possible to touch briefly on a few points which may indicate its purport.

It is a record and analysis of mental experiences, set forth with all the charm of a poet's prose, and tending to show that the mind, by intense and concentrated meditation, can win contact with a world of spirits which transcends in beauty and wonder the visible and tangible world of the senses. Dreams and visions thus evoked, the author declares, are not mere refashionings of memories and impressions, but belong to the spirit world and give access to a memory infinitely greater than that of the individual. "the treasure-house of august memories in the innumerable being of Earth." Many of the author's own visions are described in detail. Some are seemingly prophetic, as those concerned with airships and the future of Ireland. The book is a kind of spiritual autobiography, like Mr. W. B. Yeats's "Per Amica Silentia Lunae," with interesting glimpses of mundane things and people, including that boyhood friend "whose voice was soon to be the most beautiful voice in Irish literature." It is a book which many readers, in quest of life's enigma, will return to again and again.

## CHESS.

TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

C A L BELL (Durban).—Thanks for charming Christmas card, a quotation from which we have taken the liberty of publishing below.

[ FOWLER.—It is too far back for us to look into at the moment. We will try later on to give an answer.

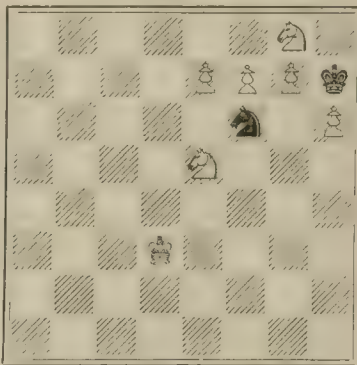
J COAD (Cardle).—We are sorry we cannot reply by post. The British Chess Magazine and Chess Amateur are the two to suit you.

Mrs. W J HAIRD, C C W SUMNER, KESHAB D Dê (Calcutta), and M L PENCE (Kentucky).—Much obliged. Your respective problems are under examination.

SOLUTION OF PROBLEM No. 1802.—By A. M. SPARKE.

WHITE. BLACK.  
1. Kt to Q 4th Any move  
2. Q, or Kt, mates accordingly.

PROBLEM No. 3804.—By C. A. L. BELL.  
BLACK.



WHITE.

White to play, and mate in three moves.

CORRECT SOLUTION OF PROBLEM No. 3798 received from Keshab D Dê (Calcutta); of Nos. 3799 and 3800 from J B Canara (Madeira); of No. 3802 from W Langstaff (B.E.F., France), Euro, R J Louisa (New Brighton), B Hewitt (B.E.F., France), W Straughan Hill (Palmerston), John Isaacson (Liverpool), Jas. C Gemmell (Camphdown), W L Salisbury-White (Bristol), R J Gibbs (Upton Manor), Jacob Verrall (Rodenell), F G Squire (B.E.F., France), A P Rennie (Partick), George Street (Selcombe), V E Blackmore (Forest Gate), and E G Gough (Torquay).

CORRECT SOLUTIONS OF PROBLEM No. 3803 received from Edwin S G Driver (Dartmouth), G Stillingfleet Johnson (Seaford), A H H (Bath), and J Smart.

## CHLSS IN LONDON.

Game played in the Championship Tournament of the City of London Chess Club, between Messrs. MACDONALD and GERMANN.

(Four Knights Game.)

| WHITE (Mr. M.)   | BLACK (Mr. G.) | WHITE (Mr. M.)   | BLACK (Mr. G.) |
|------------------|----------------|--|----------------|
| 1. P to K 4th    | P to K 4th     | It is not often the B is better than the Kt in an ending like this; but here the White Kt is so cleverly hemmed in by Black Pawns that he is practically valueless for anything but defence. |                |
| 2. Kt to Q B 3rd | Kt to Q B 3rd  | 26. P to B 3rd   | K to K 2nd     |
| 3. Kt to B 3rd   | Kt to B 3rd    | 27. P to Kt 3rd  | P takes P      |
| 4. B to Kt 5th   | B to Kt 5th    | 28. P takes P  | K to B 3rd     |
| 5. Castles       | Castles        | 29. P to B 4th   | P to Q R 3rd   |
| 6. P to Q 3rd    | P to Q 3rd     | 30. P to B 4th   | P to Kt 3rd    |
| 7. B to Kt 5th   | B takes Kt     | 31. K to B 2nd   | B to B 2nd     |
| 8. P takes B     | Kt to K 2nd    | 32. K to K 3rd   | P to K R 4th   |
| 9. Kt to B 4th   | Kt to Kt 3rd   |  |                |
| 10. K B to B 4th | Kt to B 5th    |  |                |
| 11. Q to Q 2nd   |                |  |                |

To this point the play is pretty well on book lines, but White did not here see quite far enough ahead, and loses a Pawn by the text-move in a very neat combination.

Black has now obtained a sufficient advantage to justify a wearing-down game, which he manages with great skill. By forcing the exchange of pieces his extra Pawn becomes a tower of strength.

|                 |              |                     |                |
|-----------------|--------------|---------------------|----------------|
| 12. Q takes Kt  | Kt takes K P | 33. K to B 3rd      | P to Q 4th     |
| 13. Q to Kt 3rd | Kt to K 3rd  | 34. P takes Q P     | B takes P (ch) |
| 14. Kt to B 5th | Q to B 3rd   | 35. K to B 2nd      | P to Kt 4th    |
| 15. B takes Kt  | B takes B    | 36. R P takes P     | R P takes P    |
| 16. Kt to K 3rd | Q to B 5th   | 37. Kt to K 2nd     | P to Q Kt 5th  |
|                 |              | 38. K to K 3rd      | P to B 4th     |
|                 |              | 39. K to B 2nd      | B to R 7th     |
|                 |              | 40. K to K 3rd      | P takes P (ch) |
|                 |              | 41. Kt takes P      | K to Kt 4th    |
|                 |              | 42. Kt to Kt 2nd    | B to Kt 8th    |
|                 |              | 43. Kt to K 5th     | K to Kt 5th    |
|                 |              | 44. K to B 2nd      | P to K B 5th   |
|                 |              | 45. P takes P       | K takes P      |
|                 |              | 46. Kt to Kt 2 (ch) | K to K 4th     |
|                 |              | 47. Kt to K 3rd     | P to R 5th     |
|                 |              | 48. K to K 2nd      | P to R 6th     |
|                 |              | 49. K to Q 2nd      | K to B 5th     |
|                 |              | 50. Kt to B 3rd     | K to B 6th     |
|                 |              | 51. K to B 3rd      | B to R 7th     |
|                 |              | 52. K to Q 2nd      | K to Kt 7th    |
|                 |              | 53. Kt to K 3 (ch)  | K to Kt 8th    |

White resigns.

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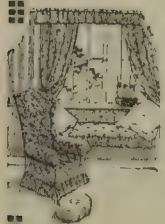
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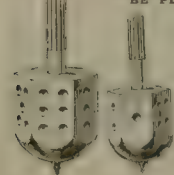
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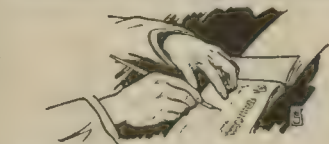
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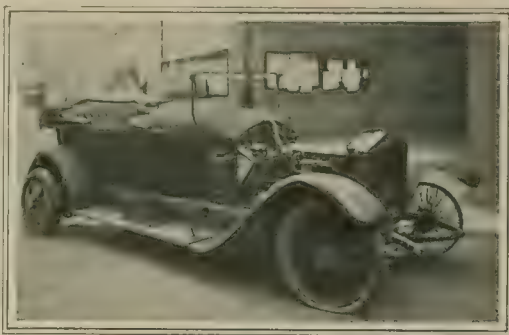


## THE CHRONICLE OF THE CAR.

## The Motor Legislation Committee.

A fortnight ago I mentioned in these columns that the S.M.M.T. and the A.A. had enunciated a proposal for the formation of a Motor Legislation Committee, to be composed of representatives of all the bodies associated with motoring and the use of the roads. I further said that much depended upon the replies received to the proposal from the R.A.C. and its associated societies. If they were favourable to the idea, the Committee could go ahead with its propaganda, and might very possibly be able to achieve much lasting good. On the other hand, if the principle of the Motor Legislation Committee should fail to meet the approval of these bodies, it was difficult to see how the idea could materialise into really useful form. I did not think at the time that the R.A.C. and the rest would assent to the scheme, though I refrained from saying as much, in order not to prejudice the issue; by their premature discussion, and I see now that I was perfectly right in my surmise. I have before me now the copy of a letter from the Standing Joint Committee of Mechanical Road Transport Associations, which is closely in association with the R.A.C., in which the proposal of the S.M.M.T. and the A.A. is rejected in unqualified terms. According to the terms of the reply, the Standing Joint Committee "cannot assent to any claim on behalf of the Motor Legislation Committee to act in its name or on its behalf. It adheres to its view that the only basis for closer working is the organisation of the trade interests into one group, and of the private users' interests into one group (*sic*). If that class of organisation can be brought to fruition, the Standing Joint Committee, representing as it does the heavy transport group, will be pleased to participate in any central conference, from time to time, as may be necessary, on the basis of one-third representation in numbers. The Committee wishes to record its object in principle to a constitution for the Motor Legislation Committee which permits the purchase of seats on that Committee for £1000 each. . . .

It also wishes to record its view that the proposed so-called 'executive' action can be executive in name only, seeing that the delegates to the Conference at the Grosvenor Hotel and the R.A.C. had no authority to confer such executive powers."



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## The Attitude of the R.A.C.

I cannot say if the decision of the Standing Joint Committee was arrived at after consultation with the R.A.C., though, knowing the close relations subsisting between them, I should say it was more than probable. This I know authoritatively, however, that the Club will have nothing to do with the proposal so peremptorily "turned down" by the Standing Joint Committee; and I do not, as a consequence, see how the scheme can be brought into being on a representative working basis. I think it is a thousand pities that the idea could not have been the subject of a round-table discussion at least, for it had, I think, the elements of a working proposition. There were points in the draft scheme, as sent to me by the joint secretaries of the Motor Legislation Committee, which I did not altogether like. There was, in particular, the altogether objectionable "seats by purchase" provision, to which exception has been taken, as I think rightly, by the Standing Joint Committee. But no scheme since the beginning of the world was perfect in all its initial details, so that this is not at all an exception to the rule; and with the necessary amount of goodwill on both sides, I have no doubt at all that a working arrangement could have been arrived at. It is very unfortunate, but I am afraid the motorist is being driven to the reluctant opinion that, no matter how much they may protest that they love each other to distraction, these several bodies are more jealous of their own dignity and interests than of those of the rank-

and-file they are supposed to represent. I have no hesitation in saying that the scheme propounded by the S.M.M.T. and the A.A., faulty as it may have been in detail, bore the stamp of sincerity, and thus merited something more than the distinct slap in the face administered by the Standing Joint Committee. I do not intend to enter upon any lengthy discussion of the *pros* and *cons* for the present, especially as I am quite certain we have not heard the last of the matter yet, so I will simply say that the way I feel just now is that perhaps the people who are behind the British Motor League, whose action I have criticised, have more reason on their side than was at first apparent.—W. W.

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
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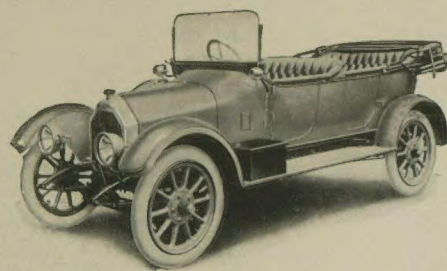
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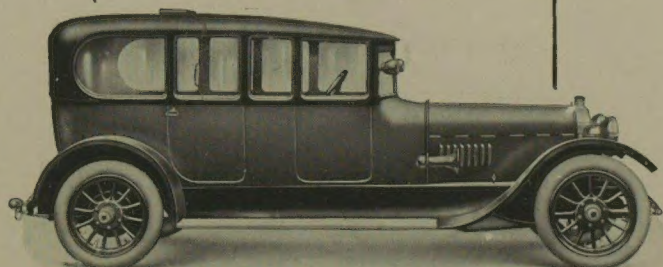
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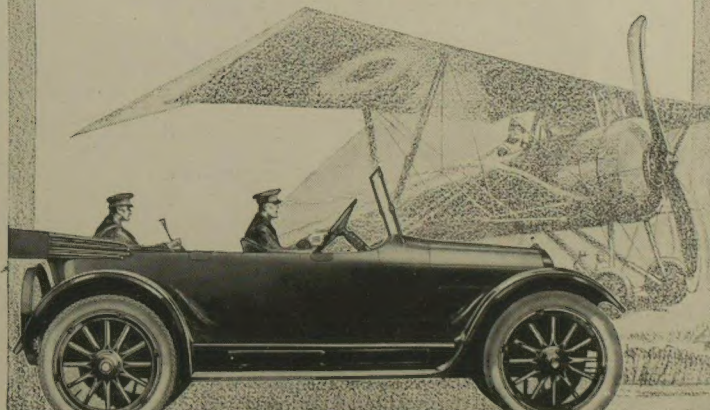
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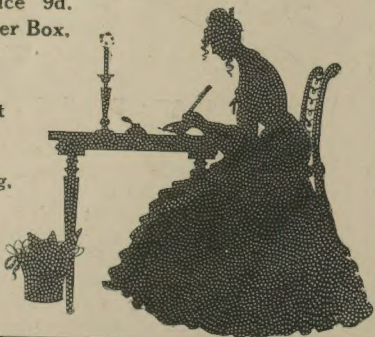
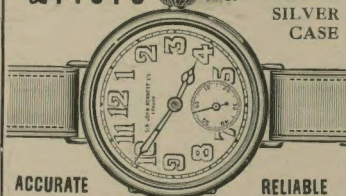
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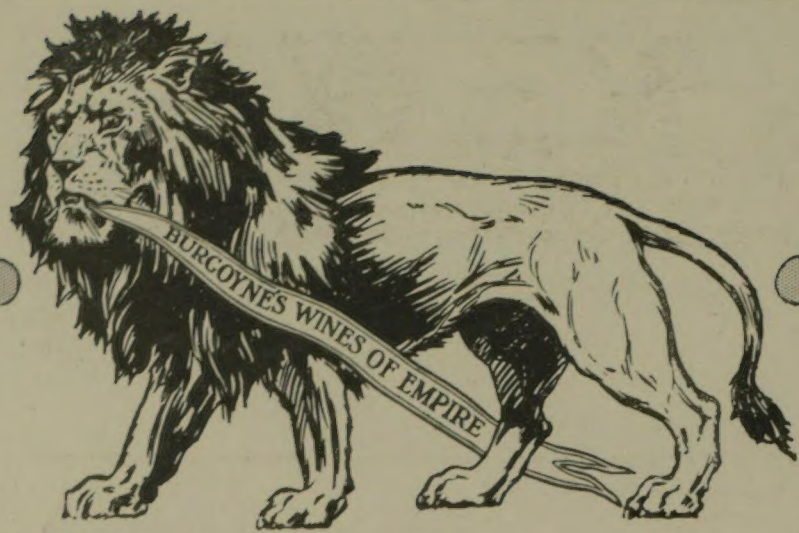
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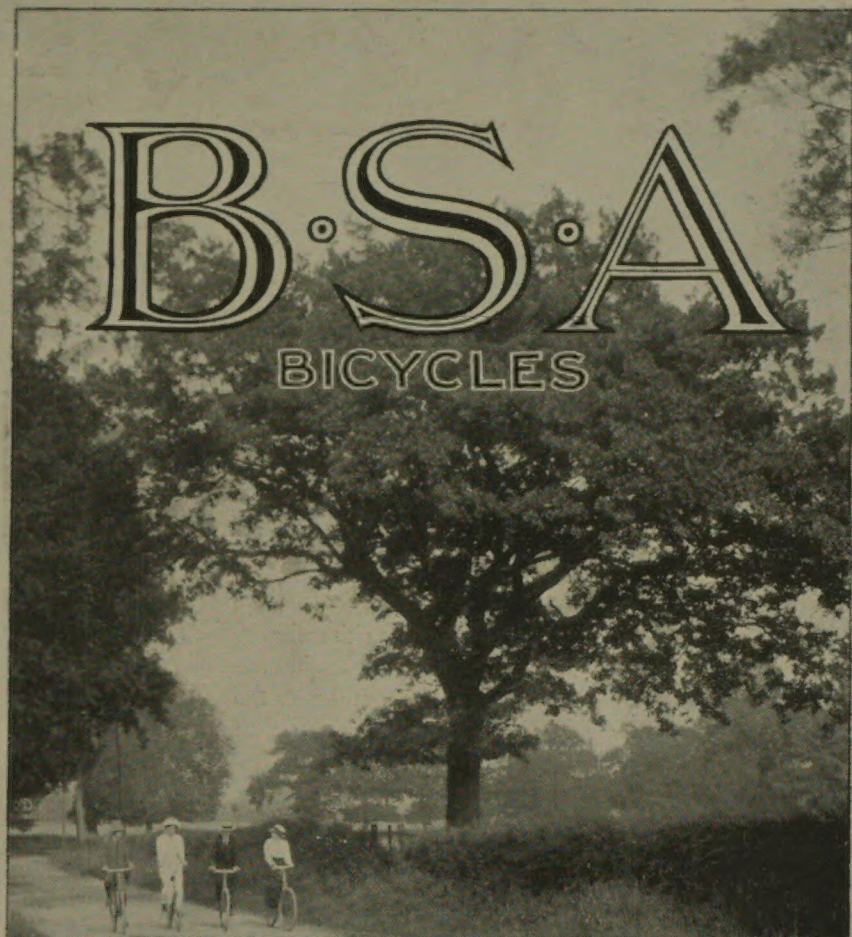
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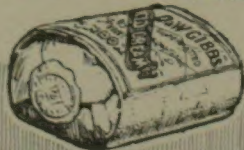
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